

" JOURNAL "

Vol. 5.

No. 2.

May,  
1955.VICTORIAN STATE BRANCH - SECRETARY'S REPORT.

"If you have tears, prepare to shed them now."  
(Quote from something or other.)

You'll never guess what the "Old Vic" did at the March meeting. It passed a motion that the branch recommend to the Federal body (holly of holies) that the annual fees be raised. Strange as it may seem, the chaps who moved and seconded the motion haven't been seen since ----assassination or exile?

This meeting also saw the "Ear thrasher's wingeing" or the night of ten (?) minute lecturettes. About ten of the members stood and nattered on their pet subjects for the allotted time, producing models and examples to break the monotony. Topics ranged from short line railroading to the construction of HO scale gum trees.

April's meeting saw the time-honoured "battle of the Gauges" (not Gaugers) Representatives from eight different gauges carried torches ---- or should it be marker lights---- for their own pet scales etc. (only one was right.) Fortunately there were no black eyes, broken noses or serious injuries (although after the last parenthesis there might be) except perhaps severely trodden corns and hurt dignities.

Two of our commercial boys came to life - er - light, and offered prizes for a model competition for the branch, the conditions to be decided at the meeting. After much haggling the meeting decided to put the competition into two categories -

(a) Scale - subject being a piece of rolling stock.  
Prize - a £3 order on the RCW donated by Ray Pearson.

(b) Commercial Adaption - the best adaption of a commercial model. Prize - £2 donated by Harry Norman.

The "battle" must have sharpened the wits of the chaps at this meeting because they elected "Poison Pen" Richardson as one of the judges, the other two being the two prize donors-----cunning eh?

Judgement day falls on the July meeting (22nd) so all intending entrants had better blow the cobwebs off their tinsnips and razor blades.

Good old Ray Pearson "offered" to arrange a branch outing on the Ferntree Gully-Belgrave NG run. If it comes off we should have an enjoyable time in the future, more will come later.

Programs for the next three meetings are:-

May 27 Kodachrome and photograph night.

June 24. Auction. A chance to sell your junk two weeks before you want to use it.

July 22 Competition, where your model (if any) will be picked to bits by the armchairers.

Philip D A'Vard.  
19th. May 1955.

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Many readers appear to be unaware that our Association Badge, in the form of a wheel upon a rail, is now available for immediate delivery. The price is a 4/- P.N. and a 3d. postage stamp. Don't forget the stamp as that means an additional drain on our funds if you do. The badge is quite distinctive and will look really well in your lapel! Send your 4/3 to A. Houston, 92 Madeline Street, Clayton.

Anyone wanting to write to Tim Dunlop, please note that his address now is:- 103 YARRALEA STREET,  
ALPHINGTON. N.20. Vic.

The following letter of appreciation from the Uncle Bob's Club refers to the layout which was brought to working order by the members referred to in the letter. The layout was then displayed in a Swanston Street, Melbourne, window of Foys, from where it was raffled with the following excellent result.

The President,  
Australian Model Railway Association,

February 28, 1955.

Dear Sir,

The Model Railway recently raffled by the Club made the fine contribution to the Club funds of £750.

Would you be good enough to convey to your members the Clubs deep appreciation for the great effort they put in to make this contribution possible. We would like to say a special word of thanks to Messrs. Richardson, Lormer and Stevens who worked so hard on the project.

Signed - W. L. Williamson.  
Hon. Secretary.

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To The Editor:

I believe there was at one time in the A.M.R.A. Journal, a sort of "I'd like to see them make" column. If I am mistaken in this, here is a couple of items to start such a column.

1. Larger counter balance weights on model driving wheels. There are quite a few locomotives with large counter balances on drivers, yet the majority of drivers available (at least in HO) have very small weights. Alternative to this I would like to know how to increase the size of the weights taking into consideration the rim insulation on some drivers (Romford).

2. Passenger Car bogies as used on the Victorian railways. This could be an opening for a person wishing to manufacture model railway parts as I believe none are available in HO.

3. Locomotive tender bogies. Reasons as in item two.

Well if such a column has been discontinued or if there never has been such a thing the items above could start or revive it so long as other members send in their own pet ideas for there should be dozens of things wanted in every gauge that are not available but what would sell if available.

A 4232. Cpl. RADDATZ. E.F.  
Servicing Section, R.A.A.F. Darwin. N.T.

To the Editor:

The Feb. issue of Journal, I notice, was particularly good. Rick Richardson has made an excellent job of "Review" this time. After all, my real name was mentioned in it! Recently he visited my place with another bod called Dick, I wonder why?

Taking into account that Mr. Wishart is going to paint my favourite suburban electric trains blue and gold, what happens when an off peak traveller stands on Essendon station waiting for a train and a blue and gold suburban 7 car train arrives. He peers inside, mutters "it's the ----- Spirit of Progress! I wish they would run suburban trains looking like that", when a familiar sounding whistle is blown by the driver, and he realizes he has been played for a sucker. Happy days!

The "Ten thousandth and first."

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BITS AND BATS.

by HERBERT TISHER.

Can't promise you to keep this column going. However, I will try: the intention is not to set up in opposition to "Poison-Pen's" Review.

London "Age" Correspondent reported about Britain's Model Railway Club-Exhibition. Said he, that adults outnumbered children-spectators by two to one.

Must have been some show. Yes, 40 000 people saw it in one week. The exhibits must have been many and very good.

With an eye to our own forthcoming exhibition, I just wonder, maybe our own "professionals" need some stirring into action. From 15 letters written to them, not one thought it necessary to answer. Where is our own Avery Brundage? We would like to see many really good models come forward.

Can definitely vouch for this one.

Sorry, can't disclose the name. One of Federal Committee members took four-day break at Easter to spend at a sea-side-resort. Well, what is there better to do on a holiday than just that little model to make. So, in the businessman's satchel went everything necessary: strips of Balsa, building-paper, various glues, cutters, saw, chisel, wire, perspex, pins etc. etc. Yes, the most complete modelling outfit. Forgot nothing. No, nothing at all, except one thing: You would not guess it: A pair of Pyjamas. Result: a slight cold and a nice little structure: a Post Office I have been told and in contemporary Architecture.

Admired the sense of humour in "Prison-Pen" Richardson's Model at the Motor-Show. Dentist Gutteridge set up as mineral driller in the cold sheds along the Yarra. The poor victims. Must feel worse than in the dungeons of the middle ages. Treasurer Levy started as Ship-chandler and Secretary Dunlop as Standardiser. Hate to think what he would have made out of some brass-hats of the Olympic Committee.

Found a good method to model rail ballast: Try granulated slate. You get it at Roofing Contractors, such as Ormonid Ltd. Sieve it for H.O. scale. Looks very realistic and costs almost nothing. You get it in a red-brown color and if you fancy even green is available.

Jokes aside!

They are trying to demolish New York's grand Central Station with its splendid concourse. This is one of those rare examples of fine civic Architecture that has been blessed by good fortune as well as skill. In fact, it belongs to the American Nation and has been taken to the heart's of its people.

It is actually one of those building achievements of the early twentieth century that in many minds has come to

stand as an American symbol.

The big sun-ray pattern filtering through its windows is part of a drama. That concourse has been used as a stage-setting by film-producers more-often than any other station in the world.

Reasons for demolition: To put in more compact and advanced station facilities, multi-storeyed letting-space above, with a "Heliport" to top the lot. Believe it or not, 220 of U.S. "Upper" Architects lodged a protest to save the building, and they were neither monumentalists nor backward looking men. What is more, that building was only erected in 1911 at a fabulous amount of dollars. The moral of the story to us. The stern contrast of our own tin-sheds in Spencer Street. Do you think 200 Melbourne Architects would shed any tears if Whelan the Wrecker would get to work there?

Next time you want to model that waterfall on your scenery try Insulwool or better still Glasswool. Looks very realistic, particularly if you spray clear Nitro-Lacquer onto it and liberally too.

Memo to Manufacturers or Somebody to start something: A kit to make really "natural" looking trees. Am no Botanist myself, but surely there must be dozens of plants growing locally, that must be suitable for "conversion". Does anybody know such a plant? I still have to make a sizeable forest for my lay-out.

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### A TRIP ON THE CROOKED CREEK RAILWAY.

By B. Gutteridge.

I've always liked reading about other people's railways, so I suppose its only fair that I should describe my own.

The observant visitor to the Haunted Hills area in South Western Victoria may chance to come across a single line of rather rusty light standard gauge rail heading northwards towards the Mountains of the great divide. Should he enquire he will discover that this is the start of the Crooked Creek Railway, which follows the valley carved out by its namesake and which exchanges a considerable amount of traffic with the Government railway.

This statement will probably confound the commissioners of that line and surprise some people who consider that they know the V.R. thoroughly. However, if you haven't a vivid imagination you won't be a model railroader.

The best way to see the line is to catch the morning mail train from "Haunted Hills", which connects with the daily mixed train of the Mt. Walhalla Timber and Railway Company - a narrow gauge subsidiary of the C.C.R.

We find that "Haunted Hills" station has only one platform, which is situated on a runaround loop. To the east of the station is the junction with the Victorian Railways while to the west is a 2 stall locomotive shed, and beside this the main line curves away towards the hills. The station also has 2 long dead-end sidings, which can accommodate up to 13 bogie freight cars. We notice a long train of flat cars loaded with logs in one of the sidings and we are told that all C.C.R. freight vehicles are of the bogie type.

Our train consists of an ABW passenger car and a CW van on loan from the V.R. and 2 American type refrigerator cars, coupled behind a massive looking low wheeled 2-6-0 type locomotive.

At 7.30 on the tick, we move out from the station and swing around a left hand curve. Almost at once our mogul's exhaust becomes sharper as it begins to feel the 4% grade. We plunge into a long tunnel and after what seems an interminable time come out into the open air at the station of "Ironbark". The loco draws away from the train and shunts one of the "reefers" into a siding - for us one of our fellow travellers has told us, this is great dairy country and milk forms a lucrative part of the C.C.R.'s traffic.

Our train pulls out of the station on a slightly easier grade and then over a long curved trestle. This trestle is not sufficiently strong to carry 2 loco's at once and so when trains on the C.C.R. are double-headed, the locomotives must be separated by at least 4 cars.

However, our locomotive has no trouble with our light train and we rattle along until the town of "Mt. Walhalla" is reached.

We notice that this station, the upper terminus of the C.C.R. has a runaround loop and a couple of sidings,

but we can see no turntable for the C.C.R. does not turn its locomotives, which have a pilot on the tender as well as on the locomotive.

Across the yard are a line of flat cars being loaded with timber from the logging cars of the Mt. Walhalla Timber & Railway Company, a narrow gauge subsidiary of the C.C.R. This line penetrates even further into the rugged mountains. Since we are keen railfans we decide to risk taking the daily mixed train over this rugged line. This train consists of an O-4-0 diesel locomotive, a covered van, an open wagon, an empty logging flat, and an open platform coach, which resplendent in its new paint would be an asset to any museum. As this wierd collection lurches out of town on the rough rails of the logging line, we grasp the rails of open platform of the coach to avoid being thrown from the train.

Some hours later, we reach Lassiters Reef, the terminous of the line, where we and the whole train crew trudge along the unmade road to the local "Pub" to fortify ourselves for the long trip back.

Well, there we have the traditional story of the journey over the line and now we get down to practical details:--

The C.C.R. is an "O" gauge layout situated in a room 12 foot square -- please don't tell me that HO would be a better proposition in this space 'cos like the old man in the story "I tried it once and didn't like it". To get an "O" gauge layout in this space, some tall thinking was required, but luckily I like Branch lines and the 36" radius curves and 4% grades required, would not be out of place on a logging branch.

The line is laid in HO brass rail which is rather expensive, but which looks superb and is a joy to work with. All track is laid and scenery in hand. Trees were made by a method outlined by Mr. Tichener in a talk to the Victorian Branch of the A.M.R.A., and look the goods. Much has still to be done to the buildings of the layout but this will come in time no doubt.

The rolling stock consists of 2 Mogul (2.6.0) type locomotives built by the now defunct firm of "Hobbyden" at Auburn. I cannot speak too highly of these locos,

which have been running for about 8 years now. Passenger stock includes 3 V.R. type passenger coaches of a pre-war commercial make, and a dilapidated combination caboose which is kept for sentimental reasons. Freight rolling stock numbers 21. 10 Flat cars (built from "O" gauge house sides and homemade underframes) 2 box cars; 1 petrol tanker ("O" gauge house kit) 4 refrigerator cars (one from a "fleet" kit) 2 gondolas and a dump car and caboose, both superbly made by Rick Richardson. All rolling stock runs on BPR bogies and wheels and BPR knuckle couplers are used throughout. I have no interest in any of the firms mentioned above, but I have included their names as I have found their products most satisfactory.

The narrow gauge line possesses an O-4-0 diesel locomotive, 2 covered, 1 cattle and 1 goods brake van, 2 open waggons and 2 logging flats - all these are built on "Biller" underframes.

Since the line has been built I have married and moved into a flat and future plans are indefinite. However the C.C.R. remains at my Parents home and although maintenance is sadly neglected the line is still run whenever I get the chance.

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### SOME THOUGHTS ON CLUB LAYOUTS.

When the average man in the street hears about model railways he thinks of trains running hither and yon - and when he learns about model railway clubs he naturally assumes that these clubs have working layouts and he is surprised and disappointed when they do not - and judging by the fierce discussions at the Victorian Branch meetings a lot of railway modellers share his views.

Well --- why don't all model railway clubs possess layouts. The reasons are fairly obvious.

1. To build a layout requires a certain amount of time and money. Most model railreaders are short of both and prefer to concentrate their limited resources on their own layouts and rolling stock etc.,
2. Many members are just not interested in having a club layout. These rightly object to contributing their time

and money towards a project which gives them no pleasure.

3. Some Club members consider that if they contribute some money towards a layout, they have done their bit and that they sit back and criticize from then on, without further helping.

4. Most clubs have a nucleus of willing horses who will work on these projects until they are finally run into the ground, while the majority do nothing - even these willing horses cannot last forever.

Having made the above dismal observations the writer considers that a club layout owned and operated by the clubs as a whole is out of the question unless

(a) All club members want a layout and are ready and willing to share the necessary costs and labour.

(b) These members can agree on the question of gauge and scale.

These two conditions imply that the only way to run a club layout is to form a club with the specified object of building and running a better, larger and more comprehensive layout, than can be built by the average modeller.

Obviously then in such a widespread organisation as the AMRA, club layouts are not possible, since Queensland members would reap small benefit from a Victorian layout and vice-versa. This apparently insuperable problem has been very simply overcome in the Victorian branch by the formation of "layout groups" which are in effect a club of members interested in having a layout within the AMRA. These co-operative layouts are financed by debentures and further working debentures are issued for a certain amount of time spent working on the layout. Thus both those who wish to contribute money and those who can contribute only their labour have a voice in proceedings, as each member is entitled to one vote for each working or financial debenture held by him.

Now, how have these ideas worked out in practice. The "Q" gauge layout was financed by a series of £2 debentures and was designed as a straight length of single track 48 feet long with a few sidings added for interest.

This is almost complete and a few test trains have run on the various isolated sections - the next problem is connect these electrically.

As a second phase the layout is to be converted into an oval for better running and exhibition purposes, by adding a half circle of track to each end, to give a layout 36 feet long by 12 feet wide - the track boards for this are already under construction and all being well this loop will be part of the AMRA stand at the forth-coming exhibition.

The HO group unfortunately did not progress as well, but a new start is being made and the members hope that they will also have their layout ready for the same show.

From the writer's experience as organiser of the "O" gauge groups the following facts have emerged:

1. Arrange all finance before materials are bought - a system of credit is not satisfactory among friends.
2. Keep the layout simple and don't try to do too much - for example, the 48 feet "O" gauge test track has been under construction for over a year and the end is only just in sight.
3. The layout should be flexible and capable of future expansion.
4. The line should be on small readily portable section to allow easy transport to exhibitions, to members homes to be worked on and to allow for easy transport if the club changes its home.
5. Layouts should be either (a) strictly to AMRA standards or (b) made to universal standards to allow the widest possible variety of commercial and home built models to be operated. The "O" gauge layout falls under type (b) as it is hoped to run fine and coarse scale and 2 rail, 3 rail or stud contact rolling stock.

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DON'T FORGET:

Anyone wanting to write to Tim Dunlop, please note his new address:

103 YARRALEA STREET,  
ALPHINGTON. N.20. Vic.

A PICKUP PROBLEM.

or How to stop a dead horse kicking.

by Ian G. Weickhardt.

Recently a member came up with an electrical problem. Without raving, I will put it thus.

"I have a 2 ended rail motor. At each end there is a stud contact pickup skate; 2 skates are necessary, because if there were one under the middle of an 18" railcar, when it ran onto a section of track "dead" and that section led into the trailing end of a turnout, by the time the skate reached the "dead" portion, the front wheels of the railcar would have derailed across the blades of the turnout set for the other point"leg".

"Now if I have 2 skates, each picking up "juice" when the railcar runs into a dead section as in the former explanation, the railcar will have over-run the prints by the time the rear skate hits the "dead" section."

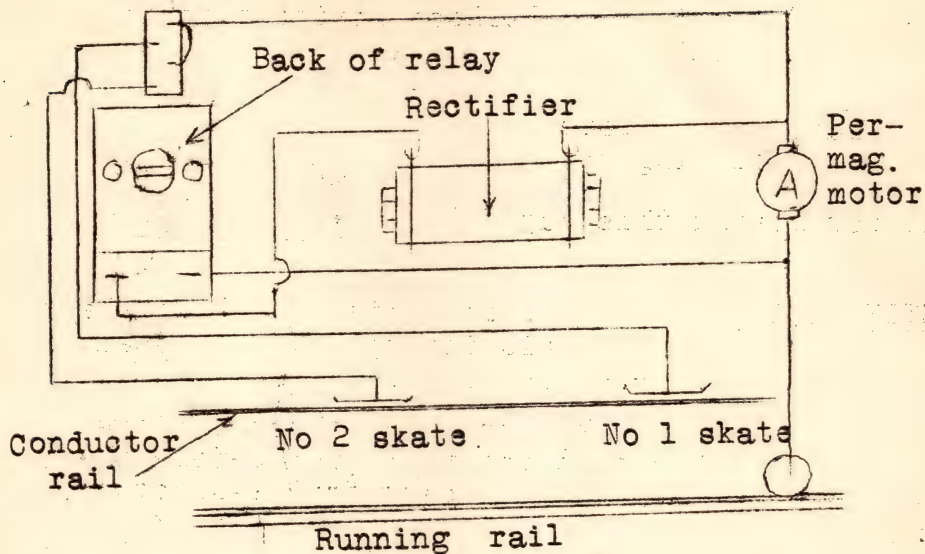
Basically then, what is wanted is a device in the loco, that will make the skate at the end of the railmotor which is proceeding forward begin to pick up current. Therefore, when the railcar proceeds "backward" the "rear" skate is the only one picking up. Sketch No. 1 will show what is meant.

Now as the wiring diagram is to say the least, complex, I have supplied a schematic or simpler circuit. Only the electrically minded can follow it, but it may be of interest. To those who are building this little unit, I say take wires to and from the different places exactly as wiring diagram shows it.

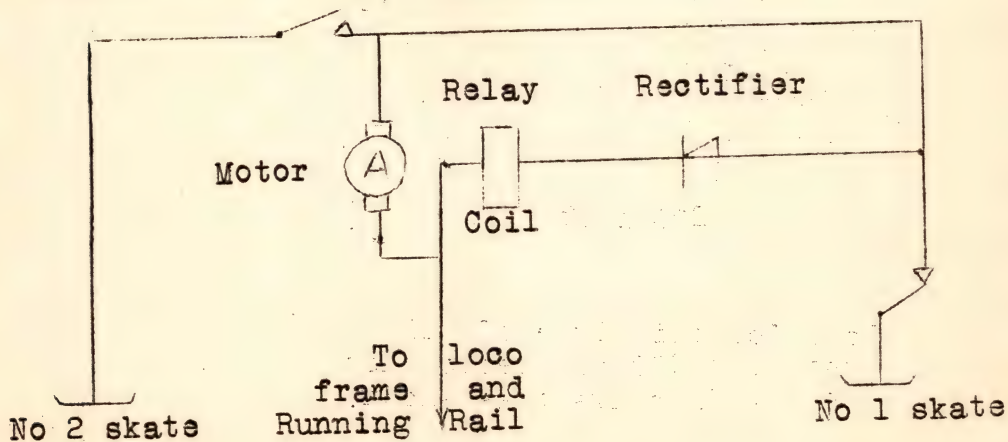
The parts: The relay can be bought from disposal stores where they normally cost about 10/6 each. Ask for the "600" type.

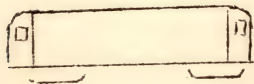
The rectifier is only a little cylindrical device with a connecting tag toward each end. It is not a full wave rectifier. Price shouldn't exceed 10/-. Ask for the selenium type but if the copper oxide type only is available take it grudging and the salesman will probably take pity and go "under the counter" for a good selenium one.

# WIRING DIAGRAM



## SIMPLE CIRCUIT





→ Railcar moving this way

This skate dead      This skate picking up

Railcar moving this way

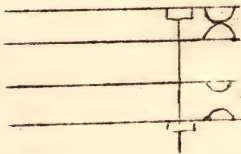


SKETCH No.1

This skate picking up

This skate dead

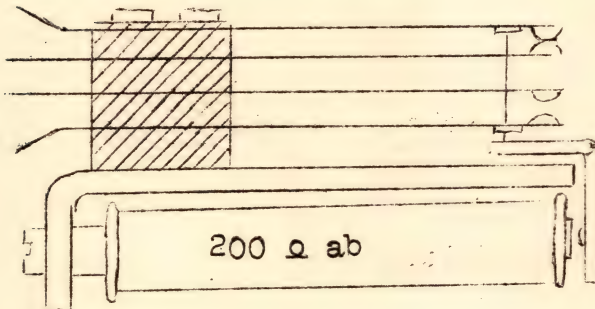
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Make sure that these springs come together just before the top ones part from each other.

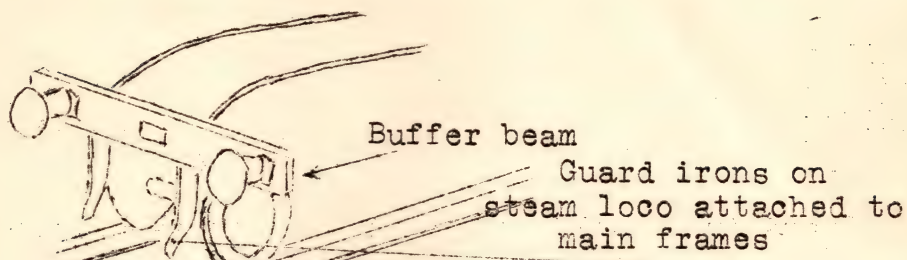
Close up of end of springs

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Look for this type of relay  
Must have 200 ohm resistance  
and also springset as shown.

SKETCH No. 2

BOGIE GUARD IRONS.by Ian G. Weickhardt.

On the front or leading end of motor bogies on much V.R. Electric rolling stock, there are guard irons. They are there in case of obstructions such as stones, pieces of metal or wood across the tracks, and will clear them off and forestall a possible derailment. On a steam loco, there are guard irons, part of, or fixed to, the loco main frames.

On a model loco, their appearance greatly enhances the front end - and it takes little time and effort to make and fit them.

Also, bridging the 2 guard irons there is a fouling bar.

Material for guard iron can be tinplate, nickel silver copper, and brass sheet.

The fouling bar can be hard brass or M.S. wire approx. 22 gauge.

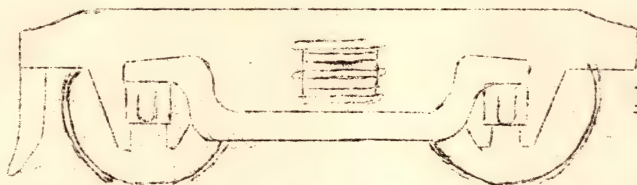


To fix to front of loco bogie, soldering will hold. The guard irons can either be fixed to the front stretcher bar or bar or fixed to the bogie side casting. If your bogies are soft metal, beware of an overheated soldering iron when fixing fouling bar. This assembly of fouling bar and guard

irons is not likely to take to excessive handling. Mind the studs; if you work Stud Contact, don't trip the fouling bar.

Motor bogie

Fillet  
of  
solder



DRG.No.3

Guard iron, soldered to side frame as alternative to Drg.2.

You may ask for the use of this extra detail work. Quite right, but first, set your loco in motion and watch the front of the bogie from rail level.

Fillet of solder  
Front bar. filed down

Guard  
iron

Solder here

DRG. No.2

Bar



Side Front

DRG.No.1

Typical guard irons

Watch the fascinating dipping, bucking and swaying of the bogie as the loco noses her way over rail joints, points and crossings - then you, like myself, will congratulate yourself on taking the pains to fit these extra details.

There is indeed a fascination and pleasure nothing can equal as you survey a model railway that is your own work.

Stop me someone!

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# HOW TO CONVERT A BASSETTE-LOWKE 2-6-4 INTO A C38 4-6-2.

Commence by replacing the wheels with scale wheels, take off the stack, dome, and safety valve, replace with C38 types. Unscrew the buffers and couplers. Substitute the boiler and cab with the correct type but put the cab at the other end.

(Cont. on Page 57 )

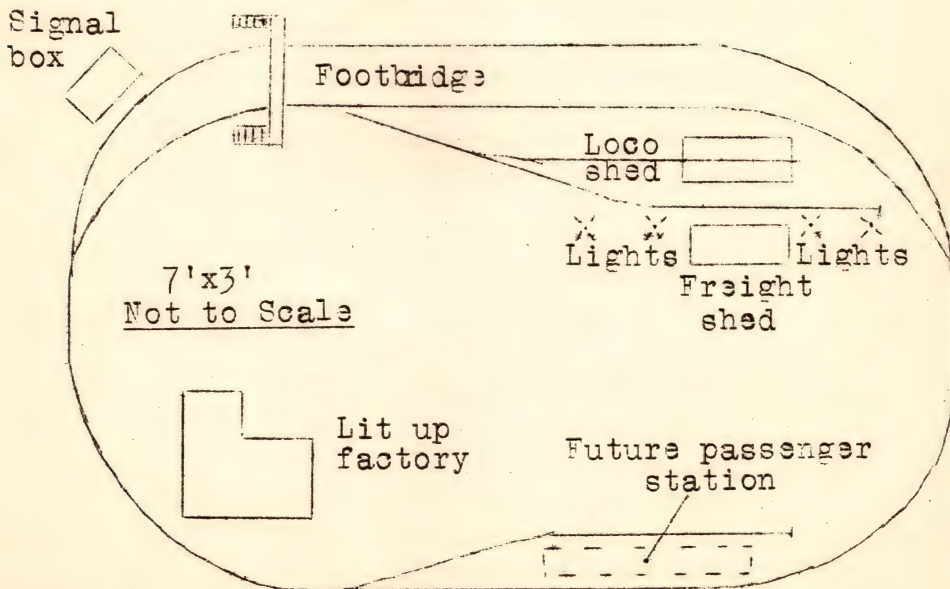
A TRIX LAYOUT.

This line is the joint effort of Clarrie and Ron Kiel and uses mainly commercial components. The layout is in the form of an oval on a 7' x 3' table top. The track shown in the diagram has been laid and the next job to be tackled is automatic signalling.

Scenery is to be attended to in the future, but a few trees have "been grown" and a very effective system of overhead lamps have been installed in the goods yard area. Night operation is a feature of the line as trains are lit and look most effective as do the goods yard lights and a factory which has its own lighting.

The line owns 2 locomotives, an O-4-0 steam outline and an O-4-0 diesel, which as the CME says - is not much to look at, but always works like a charm. A Marklin "pacific" is on order. There are 7 passenger vehicles, including a homemade clerestory coach, which was admired by visitors. Freight vehicles number 8 including some which have been altered to resemble NSWGR prototypes.

The directors hope to extend the layout in the near future, if sufficient space can be found.



## THE REVERSING OF AN ELECTRIC MOTOR.

By Ian G. Weickhardt.

Before I write about a new reversing device I have found to work effectively, I think it would be best to give a resume of reversing devices already commonly known.

1. The hand reverser; on the locomotive proper.

This is a crude device and scale modeller operators would not under any circumstances use it except for extraordinary reasons. For A.C. or D.C. wound field or permag motors.

2. The "sequence" reverser.

This is a device on the locomotive which is operated in "sequence" of steps by interruption to loco current supply. Not suitable for scale operating due to its touchy nature. Used for A.C. or D.C. Wound field motors.

Incidentally, a permanent magnet motor is one which has a permanent magnet("permag") to give a magnetic field. It (the motor) can have its direction of spin reversed by reversing the current supply.

A wound field motor is one which has an iron magnet-piece magnetized by a coil wound about it. Now this coil has the same current passed through it that passes through the armature (moving part of the motor). It is found that by reversing the current through a motor of this type, (A.C. motors and some D.C. motors are this type), the motor shaft keeps on moving in the original direction.

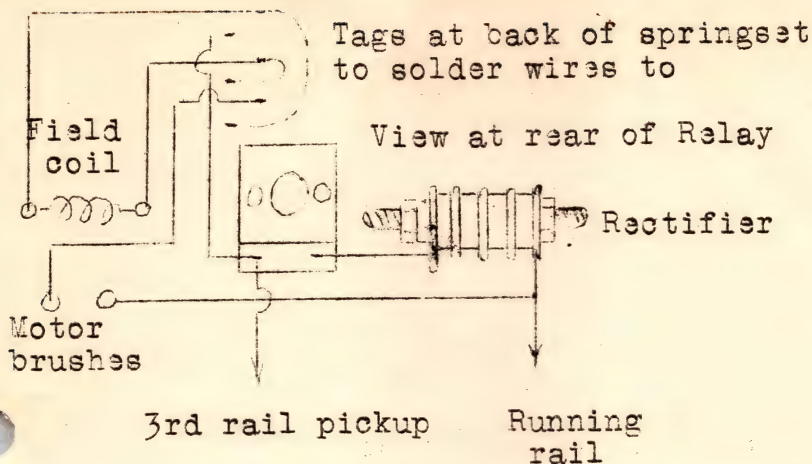
To get over this, and provide a means of reversing the motor by reversing rail current supply, the following devices have come to light.

3. The Polarized Reverser. For D.C. motors only.

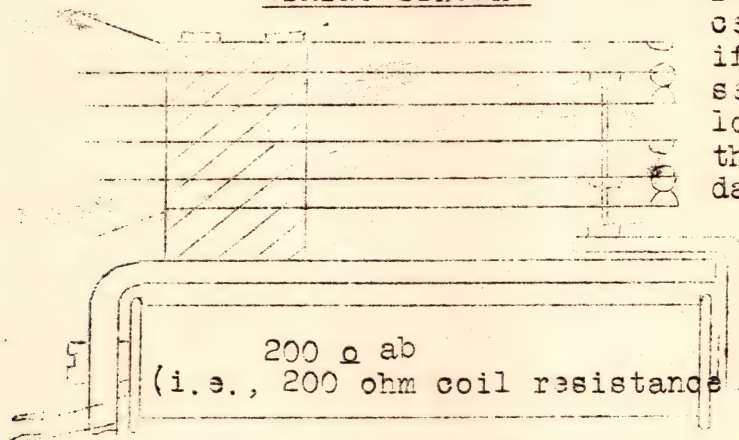
Essentially this consists of a small miniature permag electric motor, its shaft carrying cams, which operate contact sets to reverse the motor. As you know now, the permag motor will reverse upon rail current reversal - thus the reversal of the traction motor can take place. I do not know the proper circuit and construction of this device, maybe some other member could help out here?

4. The Rectifier Reverse. For D.C. Motors only.

This device means a full wave rectifier must be used in the "field circuit", that is, the winding of the field magnet coil is connected in a certain way to a rectifier in the



### WIRING DIAGRAM

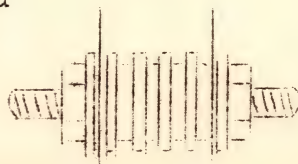


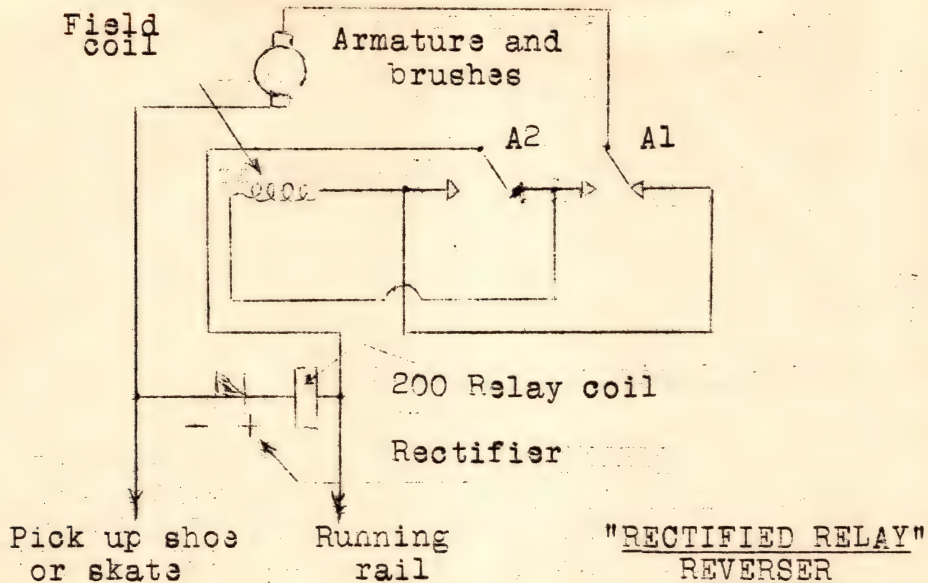
Do not accept relay if springsets do not look like this, or are damaged!

RECTIFIER will appear like this: it must take at least 15 volts if you are 12 volt D.C.

Connection tags

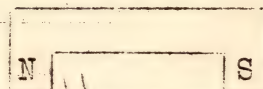
Note: A rectifier branded 1/12A at one end is suitable





PRINCIPLE OF THE  
MAGNETIC REVERSE

Bolt free to  
move



Bolt pivot-  
ed here

loco. When supply of current to rails is reversed, the motor goes backwards.

5. Magnetic Reverse. For D. C. Motors only, This device consists of a horseshoe magnet, a bolt fixed at one end, the other end free to move between the N and S poles of the horseshoe magnet. A coil is wound about the bolt, so that when current flows thru the coil the bolt aligns itself to whichever pole of the magnet it is attracted to. This is obviously complex and the contact sets that go with it are more complex still. However, one well known member has made up this device. It is apparently quite effective IF BUILT PROPERLY.

Now we come to the device that I have made. It consists of a small RELAY and a small HALF WAVE RECTIFIER.

To make it, first these 2 devices must be obtained and they can be bought from Walthams, and probably the other better known Disposals Stores. 1st. the relay. Ask for a POST OFFICE RELAY TYPE "600", RESISTANCE 200 OHMS. It must have at least 2 sets of CHANGEOVER springs. 2nd, the  $\frac{1}{2}$  wave rectifier. This should be of the selenium type preferably, but the copper oxide type can be used. This type of rectifier has only 2 connection tags. Now the relay should cost about 10/6. The rectifier will cost about 7/6. If the salesman wants much more, he wants a bullet through his black heart! Don't buy the rectifier unit unless it has only 2 tags for connecting wires to, has been tested, and costs less than £1/-/-.

The theory of this device: The rectifier plate has a quality of offering a high resistance to current flow in one direction and a very low resistance to current in the other direction. Now if a relay - (this relay need only be called a small switch that is switched on and off by current going thru it). is put in series with a rectifier plate unit, when current tries to flow 1 way the rectifier won't let it. Now, also, the relay "A" having no current in it won't operate. Therefore, we may assume that the contacts on top of the relay "A" stay put and the motor will revolve anticlockwise. When you reverse the current to the rails, the current flows thru the rectifier, this allows the relay "A" to operate, certain contacts on the

relay A move, and the motor will proceed to move clockwise. I have drawn a schematic (simplified) circuit for the electrically minded readers. The symbols are interpreted on the drawing. After the 16th. Aspro you can follow it.

As I said, I don't know much about the polarized reverser, but in England there is a great following for it. British members, forward one!

#### SOUTHERN STATES RAILWAY (Part 4)

Continued from page 19 Feb /55 issue.

In previous issues I have described the track layout, how it is sectioned, and how it is proposed to be operated; and now I come to describe some of the construction details.

It must be noted that I have striven for simplicity wherever possible and that I have preferred to buy things ready-made, and where I couldn't buy what I wanted ready-made, I had no alternative but to make them. The idea being to save time. I found out however, that I could buy very little ready-made because I chose the V.R. as a prototype to  $\frac{1}{4}$ " scale.

Many times I have been tempted to go freelance and mix the scales, and prototypes or even go HO but I have stuck to my guns and feel very happy about it now.

The track is 702 section brass rail. The sleepers are cut from Phenol bonded ply  $3/16"$  x  $5/16"$  x  $2-1/4"$ . Sections of track about 3 ft long and the point work were made up on the work bench and laid after.

The construction of the main terminal bench (Bruce-ton) was simplicity itself. It is 19 ft. long, 3 ft. wide  $3'6"$  high with a cutout to take the control board, see Fig.5. Seven trestles were made up of  $3"$  x  $2"$  oregon and are connected together with odds and sods of  $1"$  thick boards & whatnot which are covered with odds and sods of  $3/16"$  plywood which in turn is covered with sheets of caneite.

The track was nailed here and there on the caneite with nails long enough to reach the  $1"$  timber.

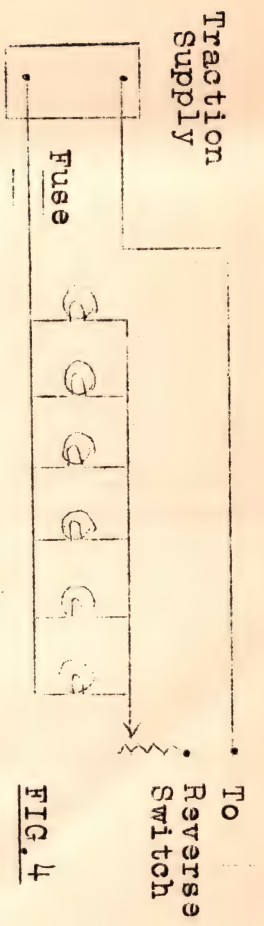


FIG. 4

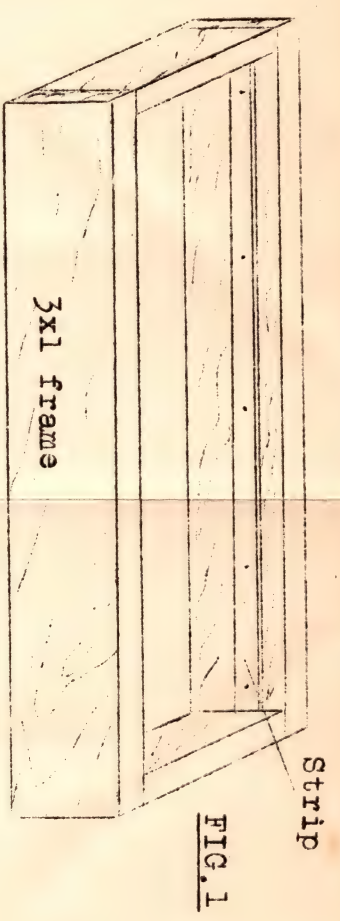


FIG. 1

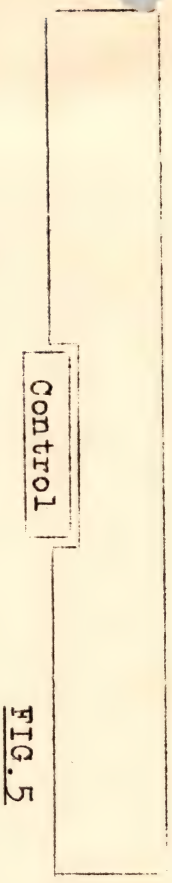


FIG. 5

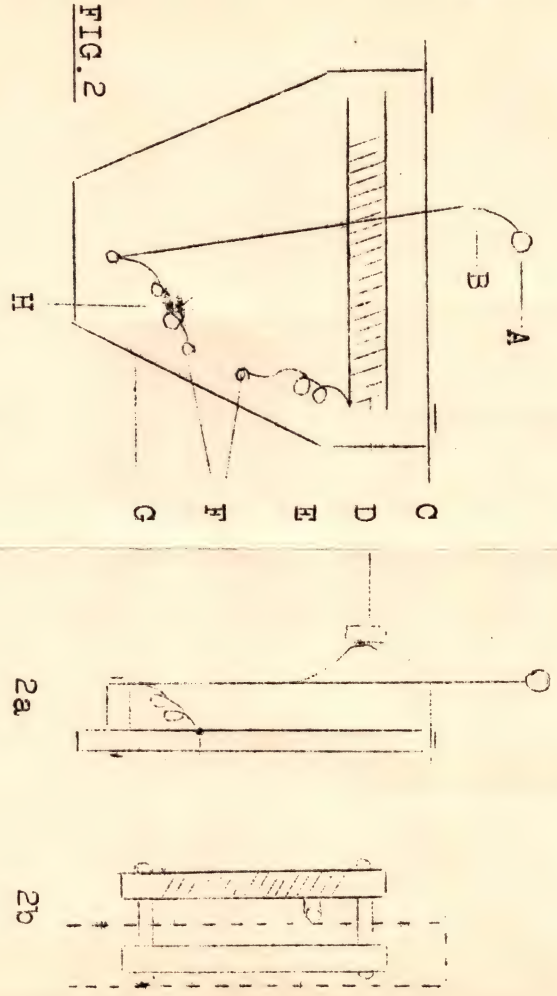


FIG. 2

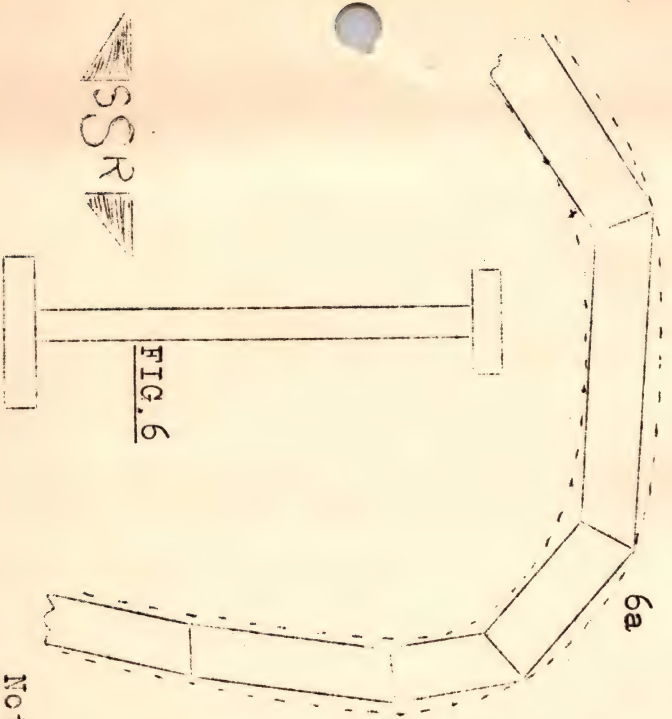


FIG. 6

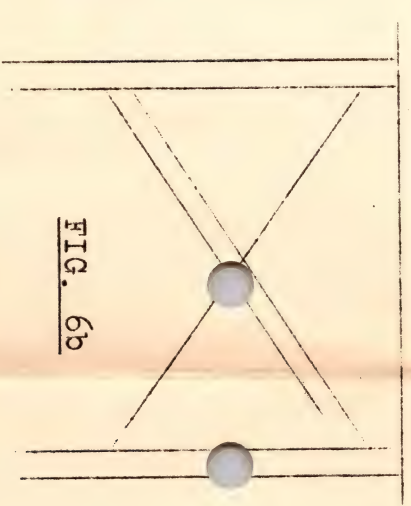


FIG. 6b

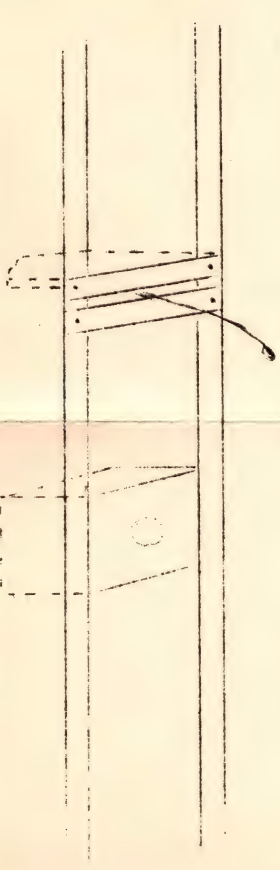


FIG. 3

Not to Scale

Not to Scale



The bench is a close fit between 3 walls and hasn't fallen down yet, nor the track shifted. A shelf under the bench made a handy place for storing junk. A dark colored curtain hung in front hides the junk.

The control board frame (Fig 1) is nailed between 2 of the trestles on an angle, desk fashion (Fig. 5). It is made of 4 pieces of 3" x 1" regon screwed together. Finished size is 5 ft. x 9".

Along the 2 long edges inside is a strip of  $\frac{3}{8}$ " x 1" wood  $\frac{3}{16}$ " from the top on which is fastened various individual panels of  $\frac{3}{16}$ " ply. No bottom is necessary.

Fig. 2 is the controller. (2A and elevation & 2B top view). A "throttle" type being preferred to knob twisting. "G" is a piece of  $\frac{1}{2}$ " plywood about 8" x 8" to which is pivoted a length of  $\frac{3}{8}$ " brass rod (B) with a wooden knob. (A). "H" is a pigtail connection to a terminal. "C" is a strip of brass 1" x  $\frac{1}{16}$ " x 10" for mounting purposes to stop the arm from wobbling and thus forming a slot.

"D" is a piece of 2" x 1" dressed hardwood on which is wound the resistance wire (nichrome). The wire I used happened to be particularly suitable. It has enough resistance without having to have too many turns and yet is heavy enough not to get red hot. Don't ask me what sort it is because I don't know where it came from and have not found anyone who can identify it as to its resistance per yard, or type. This resistance unit is mounted with couple of nuts and bolts packed out with tube distance pieces. "E" is a piece of springy phosphor bronze soldered to the arm. "F" are connecting terminals.

The design is extremely simple and has given no trouble to date. Fig. 4. is the "circuit protector" (for the want of a better name) I have been criticized in certain quarters about this gadget but I can vouch for its effectiveness, "the proof of the pudding-----"

This gadget acts (automatically) in place of a fuse or circuit breaker. It consists of six 12 volt motorcar headlamps connected as shown, between the main fuse and controller. The number of headlamps is decided by the amount of current you wish to pass. Six were necessary in my case. There are lots of situations that call for protecting the circuit such as loco stalling, derailments, pliers left on

the track, faulty wiring and so on, which condition is shown by the dotted line in Fig. 4.

If any of the above things happen when the controller is partly or fully on, the lamps light up and stay lit until the cause of the short is removed, of course when you see the lamps lit up you turn off the controller and hunt for the cause of the short.

It works every time, automatically, without fail. A heavy fuse is used as indicated to protect the power supply. The whole set-up works this way. The power supply is rated at 5 amps output, the fuse is 10 amps, (a dead short at this point certainly blows the fuse and don't ask me how 5 amps can blow 10 amps because it does)

Then the lamps pass 5 amps which is plenty for the 2 heaviest current consuming loads. The lamps are all mounted in a box set flush in the control frame (Fig. 3.) and has a ply top with a lens in it.

We now come to the method of supporting the outdoor track. This is of necessity above ground level in varying heights to suit grades in getting from one station to another. See Fig. 6, the uprights are 3" x 2" oregon with about 12" of 2" x 1" oregon nailed to the bottom. These posts rest on the ground and are connected together with 4" x 1½" red pine. The posts are about 4 ft apart on the straights and at each joint on the curves. The curves are a series of straights suitably mitred (6A). After a few curves are made the whole thing stands up on its own.

The posts are cross braced here and there as 6B. This method saves digging holes in the ground all over the place. The whole of the 4" x 1½" is bound together and reinforced by nailing 2" x ¾" hard wood strapping on each side, see 6A, indicated by dotted line.

Before laying the track, all the woodwork was given a couple of coats of bituminous black paint which is very cheap. After the track was laid more paint was applied to the track assembly. Of course the tops of the rails were cleaned after the paint had dried. This I think is the only way to keep the weather out of the numerous cracks and joints.

It has been standing for 3 years now and there is no sign of anything rotting or falling apart.

In places where the track is subject to continuous hot sun, expansion joints were necessary, 1/8" to about every 6 ft of track and not forgetting jumper wires across each joint to preserve continuity of current. All rails in each block are bonded and cross bonded as well, there being no track circuits used. I thought it necessary to do this in order to gain the maximum amount of current pick-up considering that the rails will collect a lot of dirt and dust.

The studs give no bother at all. In regard to the dirt question, I propose to build a tank car, fill it with light oil, push it around with a loco while the oil drips on the track. The oil I have found dissolves the dirt and improves current pick-up. Wheel slippage on grades is a possible problem.

Correcting a typographical error on page 17 last issue of the "Journal". 4th line of method "A" should read "line only".

Anyone intending to visit this outfit, I would be obliged if they would make an appointment first, (JA2576 business hours) (JX2211 private), read my previous articles on the S.S.R., and write down a list of questions on matters you are interested in. It's a funny thing, the greatest pleasure I have got out of model railroading so far is in answering visitors questions.

That's all for now till next issue.

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HOW TO CONVERT A BASSETTE-LOWKE. Continued

from page 50

It will be found that the original chassis doesn't fit so you will probably find one in your spare parts box that will fit. The only thing you have to build is the tender. The parts left over can be used for making a Bassette-Lowke 2-6-4.

A.E.T.A. TRIP TO GEELONG & QUEENSCLIFF.

Reported by Ian G. Weickhardt.

Saturday, 2nd. April, was rather a temperamental day but it dampened none of the ardour of the party that boarded the 280 H.P. railcar at Spencer Street. AMRA was represented, as far as I know by Peter Duckett, Geoff Grant, Graeme Watsford, Mr. Reg Stringer, Jack Richardson and myself. Young Kenneth Walker was particularly active with his camera; photo night coming up?

The ride to Geelong was speedy, and was it COMFORTABLE! Must have been the influence of member Shunter Jack Chaplin, who saw us off from Spencer Street. The railcar stopped for ticket checking at Geelong, then off for Queenscliff.

To brighten our journey, many wives, girlfriends, and member's children were present. Up in the luggage racks were stacks and stacks of cameras. Then MILES of film.

Very noticeable at the front of the car was a horde of railfans observing "the driver's view". The driver was most helpful and informative, and he knew the rail car's "internals" inside out. We popped all sorts of questions at him, and he answered all clearly and logically, silly as they may have seemed to him. The thoughtful man turned the lights on, both ways, when passing thru South Geelong tunnel, so that we could read the nice informative little brochures done by A.E.T.A.

The only couple who won't agree with me about lights on in the tunnel were a young pair (give it a go, man, I'm 16 now!) but possibly they hadn't got to that stage yet. Maybe if I'd known their names, I'd jot down their innocent activities for "Review". Rick Richardson! Get that gun outa my back, I swear I dunno their names!

The railcar surprised inhabitants of southernmost Geelong alright. Children streamed out of houses everywhere, (and parents were just as anxious too) On farms, on either side of the line, there were chooks, horses, ducks, sheep, or, on some places, the lot. Their reaction was quite a sight. Chooks taxied frantically down runways, without taking off, and then fell flat on the pecker with the most undignified squawks; sheep, horses

and cows watched stupidly, then lumbered off in all directions. Quite a stir!

The treasure diggers syndicate have their hole deeper than ever - and the treasure is still supposedly down there. Level crossings had the driver at the siren constantly, but we didn't hit any stray cars. Pity, that. The grades on that line are beauties, up hill down dale - talking of hills, the down Queenscliff home signal is stuck on top of one. How does the operating wire get up there, ever? By the way, the R.M. crasted up the steepest grade I've seen on the V.R.

At Queenscliff the R.M. was the subject of many photos, as was a little self contained electrical loco which runs out along a pier to Swan Island, this railway would be more a tramway.

I visited Queenscliff telephone exchange to inspect the switchboards, and marvellous array of trunk line electronic apparatus. Those P.M.G. members who know that there are 3 attractive telephonists down there have my permission to stop their knowledgeable sniggering. Girls! When I told Dick Gutteridge that I would be neek to no girl he thought it a huge joke. The man's a pessimist!

Back to Geelong for lunch, then at 2 p.m. we boarded the chartered tram to tour the whole Geelong tramway system. Much fun was had by wagging the windscreen wiper at startling (and startled) blondes, also at surprised motorists.

As the all out speed of Geelong trans is about 15 m.p.h., Jack Richardson was allowed to drive ours. Jack had the female company in hysterics when he calmly shoved the air brakes on to "emergency". He forgot to "lap" it on! of course. When an "end of section" sign loomed up, someone behind me remarked "now for a romantic cut-off". While we split our sides laughing, the Tramways Union man calmly announced "tram driving in Geelong isn't just a way of earning a living, it's an art" whereupon someone said "Yes, Jack, you oughta learn to handle a Hornby Dublo Controller". Rude people indeed! The tram driver was just as co-operative and helpful as the railcar driver too.

After tea, into the railcar, then "Home James"! Along the mainline, we clocked 60 m.p.h., but I think we were

going a little faster. In the centre driving unit the noise was deafening. I agreed with Mr. R. Stringer when he said that "the wheels hitting the rail joints sounded like pistol shots - darned big pistols at that."

Two R class locos flashed past on the way home, as usual at the head of large passenger trains.

Well, the trip was a great success, well worth more than the all-inclusive 27/-. You can count me in for another trip of this kind.

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Letter received by "Reviewer" C.E. Richardson, from  
Cpl. E.F. Raddatz, RAAF, Darwin, N.T.

About this "Review" of yours, it isn't so bad when you blitz the AMRA members. A jolt does some of us a world of good, but when you have a shot at non-members things aren't so good. Meaning the bursts you have made about such people as Bill Gardener and K.N. Lowry. This sort of thing doesn't settle too well with many people.

Now a suggestion. Threaten to keep harping on various bods until they send in an article for the Journal. It may be a form of blackmail, but, still, it may be of use.

Keep me out of it though. I have an article on the fire. It has been for some time but it's so bad it won't burn.

I agree with you about the remarks you made in the first review regarding the Buyers Guide. There is a lot of room for improvement in that sheet.

Back to "Comments". In the first review was a burst on Jack May's layout, about 5'3" & 4'8<sup>1</sup>/<sub>2</sub>" controversy & the Spirit & Overland using the same track. I've ridden the Overland several times & don't remember changing trains at Serviceton.

Have read about the various exhibitions going on. No exhibitions while I was down south, but now I'm up here, dozens of them. Should be back south in November, but - . About the talks given at the various branch meetings; could the bloke who gives the talk write it up in the Journal for the benefit of the blokes who cannot get to a branch meeting.

Another thing, some blokes make castings, others can't. How about some joker describing the method of making castings. Blokes like Fainges who is fitting working windows in a coach and Mr. Snowden with his transition curves and HON  $3\frac{1}{2}$ . How about getting on their backs for articles for the Journal. That 3'6" gauge (both O, S & HO) is rather interesting, and articles on this should be in the Journal.

Also and finally if you mention in the Review someone's model railway or latest loco, hound him for an article on it.

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#### STOP PRESS TO REVIEW No.4.

Remember way back in Review No. 1, we discovered that walls have ears when Ron Easterby up and paid his sub. before the Journal had even been published? Well, a different set of walls have sprouted a different set of ears, for twenty four hours after I'd thankfully kissed the draft of Review No. 4 goodbye, Geoff Lerner broke a six months silence to have a talk by telephone with Yours Truly. He, it seems, is still translating bird calls for male counterparts of the St. Trinians lasses, and generally living like a country squire. The lucky dog is also looking forward to a break of over four months at the end of this year when there's likely to be some terrific and sustained subterranean activity in the soil under the Lerner homestead. The upheaval will have a definite connection with a brand new O gauge layout! Seems like Allan Goode didn't know what he was starting.

Idly listening to 3AR announcer Keith Smith's session "A word from Children" the other night. Kids were all around 9 years old except one. And he is, as I recall, in the teenage bracket and an AMRA member too. How'd you get in that, pal? Talked trains, anyway.

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# A SCHEME FOR NARROW GAUGE.

By C. M. Henderson.

Most of us who run branch line, or narrow gauge model railways, have thought of a timber mill as part of a layout. A typical mill and allied installation, is that of the Victorian Hardwood Co., at Powelltown, Victoria. Powelltown is linked with Yarra Junction, (the transfer point with the Victorian Railways broad gauge) by ten miles of three foot gauge steam tramway.

After inspecting this mill recently, the possibilities of using it as a project in a model layout were considered; but even in the smaller scales the logging industry, with its attendant milling and dressing of timber, and a tramway for transport to the rail head, would take a large amount of space. An alternative to modelling the complete area involved would be to leave the actual forest to the imagination. Shay and rod locos hauled the logs on bogies equipped with "steam roller" wheels, from the heart of the bush into the mill proper. From here a modeller could work to his hearts content. A 30 to 40 foot steel platform, onto which the logs are bounced by complicated and powerful levers, feeds slowly under the large breaking down saws. Smaller saws break the billets to sizes suitable for handling. An O-4-0 "coffee pot" hauls bolster wagons to an electrically operated traverser; or trucks of sawdust over a section of common rail track, to a dump. Boiler house, drying kilns and planing mill, along with stacks and stacks of sawn timber, almost complete the picture. Note the word "almost", as no picture would be complete without a smart little 2-4-0 tender engine, with a rake of bolster wagons, heading off to the big smoke - a brakeman nonchalantly riding the last car.

Unfortunately, the steam era passed years ago. The mainline has been torn up and the once proud steam locos, sold or scrapped, leaving a 6 wheeled petrol loco to switch on the mill yard tracks. Even so, all this could live on in model form.

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AMRA MEMBERSHIP LIST AS AT 27/2/55.

This list supercedes that of 15/11/54, and contains all additions, deletions and amendments to that list.

L. Aa,	5 Harrison Crescent, Risdon Park, Port Pirie.SA	
A. Adams,	2 Lily Street, Sunshine. W.20.	V
C.C. Adams,	133 Pine Street, Gympie.	Q
D.W. Alexander,	37 Glanton Road, North Shields, Northumberland, England.	
I. Amess,	"Warrawee", Bolinda.	V
I. W. Aston,	47 Bellett Street, Camberwell. E.6.	V
D. G. Aslett,	38 Latrobe Crescent, Morwell.	V
Austral Modelcraft,	101 Laura Street, Tarragindi. S.3.	Q
Australian Model Craft Co.	Box 118 P.O. Albury. 3S	N.S.W.
P. A'Vard,	22 Arrawatta Street, Carnegie. S.E.9.	V
D.R. Axup,	Tamar Lodge, Nepean Highway, Rye.	V
W. Barker,	McLean Road, Boronia.	V
D. Beckworth,	14, View Street, Mornington.	V
B. L. Beehag,	3 Sherwood Street, Revesby.	NSW
D. Bennett,	4 Bishop Street, Oakleigh. S.E.12	V
J. F. Berggy,	22 Wallace Grove, Brighton Beach. S.5.	V
R. D. Binzer,	97 Bramston Street, Tarragindi. S.3.	Q
R. Blake,	57, Whitby Street, West Brunswick. N.12.	V
S. M. Bradford,	25 Asquith Street, Box Hill. E.11.	V
B. E. Bullock,	9 King Street, Botany.	NSW
I. D. Bunker,	18 Sturdee Avenue, Bulli.	NSW
A. C. Carey,	Eldorado, via Wangaratta.	V
G. Castelow,	3, Powell Street, Reservoir. N.19.	V
J. Chaplin,	9 Saltair Street, Moorabbin. S.20.	V
J. W. Chesney,	Barokee Street, Stafford, Brisbane.	Q
WO.2. H. C. Clark,	8 Malaya Road, Puckapunyal.	V
W. Cleaves,	20 Rosedale Grove, Ivanhoe. N.21.	V
C.R. Cocker,	Foster Street, Campbell Town.	T
L. H. Collison,	Hogan Street, Tatura.	V
R. Colwell,	36, Lawson Parade, Highett. S.21.	V
C. L. Craig,	11 Munro Street, North Kew. E.5.	V
I. G. Crook,	67 Harrow Road, Auburn.	NSW
S. Crook,	9 Queens Avenue, Ascot Vale. W.2.	V
K. A. Cutler,	Box 94. P.O. Lithgow.	NSW
B. G. Davis,	26 Redholme Street, Moorabbin. S.20.	V

E. W. R. Dean, 272 George Street, Fitzroy. N.6.	V
P. J. de Steiger, 6 Scott Avenue, Burwood. E.13	V
C.R. Dodson, 140 Cramer Street, Preston. N.18.	V
J. Dooley, Box 37, Quilpie.	Q
K. N. Down, 13 Power Street, Toorak. S.E.2.	V
L. A. Draper, Cnr Mary & Francis Streets, Clayton.	V
P.W. Duckett, 69 Howitt Road, Caulfield. S.E.7.	V
T. Dunlop, 103 Yarralea Street, Alphington. N.20.	V
R. Easterby, 71 Ashburton Road, Glen Iris. S.E.6.	V
F. Eishold, 9 Boondara Grove, East St. Kilda. S.6.	V
D. Ellis, 1 Tryon Street, Chatswood.	NSW
P. G. Ellis, 3 Keiller Street, Moorabbin. S.20.	V
J. H. Fainges, 27 Stirling Street, Gordon Park. N.3.	
Brisbane.	Q
F.R. Farhall, 4 Relowe Crescent, Box Hill North E.12.	V
H. Fent, 93 Cole Street, Elwood. S.3.	V
J. N. Fidoe, 101 Truganini Road, Carnegie. S.E.7.	V
J. H. Flitton, 29 Dower Street, Burwood. E.13.	V
G. V. Fryer, 1 Station Avenue, Jordanville.	V
R. H. Gallant, 18 Chataway Street, Mackay.	Q
G. W. Gambold, 6 Queen Street, Blackburn.	V
J. Gaskell, 100 Burke Road North, East Ivanhoe. N.21.	V
T. Gasson, 16 Isabella Street, Geelong West.	V
J. R. Gibson, 180 York Street, Sale.	V
B. Gilfeather, 4 Montgomery Avenue, Miranda.	NSW.
G. F. Gilmore, Box 197, Cairns.	Q
D. Gray, Oudit P.O. via Colac.	V
Mrs. E. Grimes, C/ P.O. Mickleham Via Broadmeadows.	V
E. Grimes. " " " " "	V
H. Groome, No.1 Flat, Andersons Road, Hawthorn. E.3.	V
D. Gross, 5 Francis Street, Highett. S.21.	V
R.B. Gutteridge, 15 Black Street, Mont Albert. E.10.	V
M. J. Hale, 26 Willis Street, Malvern. S.E.3.	V
H. Harley, 50 Lorward Avenue, Bardon, Brisbane.	Q
Dr. A.G. Harrold, 562 Brunswick Street, New Farm, Brisbane.	
<u>M. Haustoffer</u> , 24 Waterdale Road, Ivanhoe. N.21.	V
W.P. Hay, 856 Brunswick Street, North Fitzroy. N.7.	V
R.J. Head, 13 Eva Street, Malvern. S.E.4.	V
B.G. Hearn, 316 Balwyn Road, North Balwyn. E.9.	V
C.M. Henderson, 11 St. Johns Avenue, Mont Albert. E.10.	V.
R. Higginbotham, 43 Eleanor Street, Ashburton. SE11.	V.

R. C. Hislop, 4 Royal Avenue, Springvale.	V
F. A. Houghton, 166 Maud Street, North Balwyn. E.9.	V
A. J. Houston, 92 Madeline Street, Clayton.	V
K. R. Hughes, 200 St. Vincents Road, Banyo, Brisbane.	Q
J. F. Humphrey, 33 Fyansford Road, Herne Hill, Geelong.	V
G. Johnstone, 12 Larool Avenue, Lindfield.	NSW
T. F. Kean, 30 Glencairn Avenue, East Brighton. S.6.	V
G. Kiel, 2 Hadley Court, Glen Iris. S.E.6.	V
L. Kiel, " " " " " "	V
J. L. Knight, Strathallan Road, Macleod.	V
D. Knox, Truganina via Werribee.	V
W. Kugatoff, 66 Mellor Street, Gympie.	Q
R. Lamble, 10 Lawford Street, Box Hill. E.11.	V
H. C. Larsen, 23 Canning Street, North Melbourne. N.1.	V
Dr. H. Leggo, High Street, Maldon.	V
N. Levin, 68 Ludstone Street, Hampton. S.7.	V
M. H. Levy, 8 Gould Street, Brighton. S.5.	V
E. J. Libby, Glass Road, Upper Ferntree Gully.	V
H. R. Lisle, 134 Pine Street, Gympie.	Q
G. W. Lormer, Wesley College Forestry Camp, Healesville West.	V
A. R. Lyell, 4 Fairview Street, Hawthorn. E.2.	V
J. P. Lynch, 11 Locke Street, Essendon. W.5.	V
E. D. Macaulay, 5 Malvern Grove, Autumn Heights, Geelong.	V
B. L. McClure, 227 Highfield Road, Burwood. E.13.	V
D. J. McFadden, Kangaroo Ground.	V
N. McKay, P.O. Box 4, Thirroul.	NSW
E. Mainka, 12 Flora Grove, Ivanhoe. N.21.	V
R. W. Marshall, 8 Alpha Street, North Balwyn. E.9.	V
S. B. Martin, 5 Lawrence Street, Carnegie. S.E.9.	V
D. T. Matthews, 6a Warriston Street, Brighton. S.5.	V
J. Matthews, 518 Lower Bowen Terrace, New Farm.	Q
P. Matthews, 70 Kambrook Road, Caulfield. S.E.8.	V
J. R. May, 4 Canberra Grove, Malvern. S.E.4.	V
C. Meadmore, 163 Exhibition Street, Melbourne. C.1.	V
Melbourne Sports Dept, 55 Elizabeth Street, Melbourne. C.1.	
R. Mennie, 5 Bamfield Street, Sandringham. S.8.	V
D. W. Mickle, 71 Lonsdale Street, Dandenong.	V
B. F. Moffitt, 18 Swyer Street, Hampton. S.7.	V
P. D. Mottram, 22 Pine Street, West Hobart.	T

W. N. Nash, Station House, Narven	S-W Line.	Q
New Standard Radio, 100-102 Hunter Street,	Newcastle.	NSW
C. F. Noisette, 352 St. Georges Road,	North Fitzroy.	N.7 V
H. Norman, 1248 High Street,	Malvern.	S.E.4. V
"O" Gauge House, 5 Curt Street,	Ashfield.	NSW
B. J. O'Shea, 36 Watt Street,	Box Hill.	E.11. V
Pacemaker Model Engineering Supplies,	P.O. Box 9, Albury.	3S NSW
R.W. Pannell, 102 Cooper Street,	Essendon.	W.5. V
G. Parker, 19 Clare Street,	Rocklea,	S.6. Brisbane. Q
I. B. Pearson, 358 Elgar Road,	Box Hill.	E.11. V
R.W.O. Pearson, 16 Appleton Street,	Richmond.	E.1. V
L. Perrin, 57 Hunter Street,	Richmond.	E.1. V
R. L. Perrey, 8 King Street,	Gardiner.	S.E.6. V
R.P.C. Pockley, 15 Chester Street,	Herne Hill,	Geelong. V
A.4232. Cpl. E. Raddatz, Servicing Section,	RAAF Darwin.	NT
W. Rattray, 8 Sharpe Street,	Reservoir.	N.19. V
L. W. Rea, 13 Tatong Road,	East Brighton.	S.20. V
N. Road, 1 Augusta Street,	Strathfield.	Sydney. NSW
L. E. Reed, 26 Dwyer Street,	Wilston.	Q
F. G. Richards, District Hospital,	Echuca.	V
C.E. Richardson, 18 Lesley Street,	Burwood.	E.13. V
D. J. Richardson, 29 Seymour Grove,	Brighton.	S.5. V
Robilt-Rytimo, 218 Bay Road,	Sandringham.	S.8. V
L. Rumble, 62 Somerset Street,	Richmond.	E.1. V
C. L. Scoles, 30 Mayston Street,	Hawthorn.	E.2. V
J. A. Scott, "Euglebar" Kerr Crescent,	Montrose.	V
R.A. Siddall, 5 Waverley Street,	Sandringham.	S.8. V
H. Simmons, 4 Park Street,	Brighton.	S.5. V
F. Slivnik, 6 Burringbar Street,	Balgowlah.	NSW
A. R. Smith, 6 Tamar Street,	Essendon.	W.5. V
C. H. Smith, 12 Pascoe Street,	Burwood.	E.13. V
E. Snowden, 7 Brae Street,	Gorropara,	Brisbane. Q
A. R. Stanbury, 3 Langham Terrace,	Unley.	SA
E. J. Stevens, 33 Kerford Street,	Coburg.	N.13. V
J. Stevens, 84 Stafford Street,	Abbotsford.	N.9. V
J. Stoney, 2a Barbara Avenue,	Burwood.	E.13. V
G. Stringer, "Tulloch Hill" Mickleham via Broadmeadows.		V
I.A. Stringer, " " " " "		V
R. Stringer, " " " " "		V

Dr.S.Suggit, 20 Henry Street,Ascot,N.E.2.Brisbane.	Q
R.Super, 7 Fernhurst Grove, Kew. E.4.	V
G.Q.Sutton, 1 Churchill Way, Kilsyth.	V
G.Thomas, 45 Fortuna Avenue, North Balwyn. E.9.	V
R.E.Thomas, 9 Esker Street,Eckibin,Brisbane.	Q
H.E.Tisher, 25 Mt.Ida Avenue, Hawthorn. E.2.	V
N.R.Tomlinson,St.Paul's,Vacluse Street,East Brisbane.	Q
B.R.Tully, Anderson's Creek Road,East Doncaster.	V
G.Usherwood, 2a Marsh Street,Arncliffe.Sydney.	NSW
L.Van Fleet, 22 Whish Street, Windsor. N.3.	Q
A.Vaudrey, 36 Tovan-Akas Avenue, Bentleigh.	V
C.S.Waddingham, 230 Union Road,Surrey Hills. E.10.	V
W.L.Waddingham, " " " " " "	V
N.E.Wadson, 19 Ritchie Street, Frankston.	V
K.J.Walker, 1 Denham Street, Hawthorn. E.3.	V
L.H.Walker, 23 Kent Avenue, Elwood. S.2.	V
R.A.Wallace, 34a Glen Orme Avenue, Ormond. S.E.14.	V
H.S.Warren, 39 Kiltie Street, Moorooka. S.4. Brisbane.	Q
G.D.Watsford, 13 Karma Avenue, East Malvern. S.E.5.	V
R.A.Watson, P.O. Box 28, Ravenshoe.	QQ
W.L.Watson, Dorset Road, Lower Ferntree Gully.	V
I.G.Weickhardt, 3 Mars Street, Caulfield South.S.E.8.	V
A.P.White, 6 Walsh Street, Noble Park.	V
R.M.White, 6 Loch Street, Coburg. N.13.	V
D.C.Wiffler, 20 Glenfern Avenue, Kedron, Brisbane.	Q
K.J.Wilcox, 293 Boundary Street, City, Brisbane.	Q
D.L.Willmott, 49 Liston Avenue, Keon Park.	V
C.C.Winterton, 8 Luxmore Street, Cheltenham.	V
F.Youie, 39 Charles Street, Abbotsford. N.9.	V
W.Zecher, 44 McLeod Street, Cairns.	Q

"REVIEW"

Inter nos et cum grano salis.

by C.E. (Rick) Richardson.

NO.4.

Quo vaais? Means something, you know besides being the name of a Hollywood epic. And if AMRA had to answer the question the reply would probably be "haven't the foggiest".! There's a notebook full of lovely holism for this issue, (our birthday issue, I suppose we could say) the parts being gathered from here and there and yon. So much in fact, it's hard to decide what to leave out and still leave a bit of everything to suit differing tastes! Leave the room the voice that said "leave it all out!" Well, that's cleared the place of about 170 of you, so if the remainder will gather close Uncle Rick can tell another of his model railway fables, just to show he really loves every single one of his doltish readers. Well, everybody confy? Here we go!

Once upon a time there lived a very Dull Zombie who could only manage to keep a model engine on a length of track for about ten seconds. This was because the engine ran beautifully over this three feet of track, till it reached the end, whereupon the loco, which was by the way, an O-4-O Mallet Compound, plunged to the floor in a spectacular shower of DC sparks. Well now! this unbright Zed, for such was his given name, was in considerable pain, associated with some discomfort, as the medicos say, and because of this unfortunate state of affairs let us not tarry but have Zed rescued smart slippily. We now add to our cast of characters by introducing into the opera a female of the species known as Nombie, noted for being possessed of great perception in matters normally difficult to percept. Miss Nombie came upon Zed and duly perceived his great pain and promptly suggested that removal of his posterior from the protruding very sharp staple in a copy of the AMRA Articles of Association might effect a cure. So Zed put the vacant void in his great cranium into excessive overload and finally did do as the lady suggested and we are happy to relate that the pain and discomfort eased greatly. It subsequently

transpired that Nombie had a Great Desire, a fact which frankly terrified Zed until it penetrated his vacancy that this was merely attuned to model railways and not model aircraft. So hand in hand Zed Zombie and Fem Nombie browsed happily in the AMRA Articles of Association. With many exclamations of delight they discovered ~~that members~~ could do much besides cough up an annual subscription to help pay for the printing of Review! They could even VOTE at election time and they could, wonder of wonders, actually NOMINATE any member they thought Fit and a Good Colt. And so engrossed did they become in all this that they clean failed to notice the passing of time which of course waits for no Zombie, until it was too late to even ask someone if he or she or it would be interested in being NOMINATED! This was a very large pity, but Nombie, as we previously harped upon, (which is clever of us if not musical) was possessed of great perception and perceived once more Zed's sadness at missing out on a chance to NOMINATE something and suggested they should nick off and get married. And Zed, who was not bright and blessed with perception morosely agreed and so they were. And now for a row of little dots across the page which I understand indicates all kinds of things and the passage of much time.

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Well now! That ends act one of the fable and unless you blarsted kids don't stop wriggling around Uncle just won't tell you the remainder of the story! Eh? Oh alright off you go and we'll wait till you come back, and don't forget to pull the chain! Heavens, you boys will be the death of me --- TIMMY DUNLOP! STOP hitting Stevey Suggitt over the ear with that standard, and Mayer! will you please put that sack of AMRA loot back in the trunk? And who did THAT? Someone has broken Petey Duckett's model dockyard! Never mind, Pete! Uncle Rick will take it out to that old bloke Fixerupper Pearson and he'll stick it together again for you, I'm sure!

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By now Zed and Fem (nee Nombie) Zombie have a large large family of little Zombies, and the whole menagerie, excluding Muma Zombie, who was not too busy and otherwise occupied, were all financial members of AMRA.

This was very fine indeedy for the coffers of AMRA and helped to alleviate the pangs of remorse of Treasurer Levy whenever funds fell below seven thousand pounds. But it didn't much help the overall organisation because none of the Zombie clan ever did anything else to help the Association, which was not a happy state of affairs. But one day Mumma Zombie, in between bathing the latest little Zombie and changing his etceteras, noticed her large brood not being happy and generally ha ha and trained her perception on this fact! Addressing herself to the nearest bystanding son, and thereby precipitating a furore in the Postal Sorters and Letter Carriers Union, she said "Ugh!" (his full given name was Ugher) "Ugh! why don't you write a letter to that nice man called Jack May what is Editor of the Journal and tell him Daddy's engine always falls off the end of the line?" Now Ugh was something of a dill-pickle but was none the less dutiful as a son and did do just as his mother suggested. Eventually the missive reached Jack May, who was at first quite stunned to receive a letter which was not a Final Notice. But on recovery Mr. May went into transports of ethereal joy, for was he not as usual engaged in scratching the very last splinters out of the editorial barrel's bottom to fill the current issue of the Journal?

-----Commenters who wish to comment here line up in three ranks on the left: Editor.-----

"Would members who had solved the problem of an engine falling off the end of three feet of track please write in with solutions for Ugh?" wrote Editor May, and all the members who had undergone the tribulations of a falling engine read the appeal and read Ugh's letter, which was published, and shook their clottish heads and said "let this peanut find out for himself like we had to!" And they went back to their respective six feet lengths of track and worked the controllers and their engines rolled majestically along over the three feet mark and didn't fall off, but leaped to the floor with great twelve volt D.C. tongues of flame when they reached the end of their respective six feet lengths of track.

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Well, my little ones, there's a sequel to this story which won't take very much longer to tell so if Russell Sidball will kindly cease poking that NMRA Data book in Phil A'Vard's eye and Roy Colwell will stop giggling, we shall proceed! It seems that while the Zombie family were waiting to see if any of the Bright Boys in AMRA would help them, Mumma Zombie herself perceived the idea of adding three feet of track to the end of the three feet they already possessed. Not being Electrically Minded she naturally didn't instruct Zed (who like all fathers everywhere supplied the money) to buy three rail track like they already had, so Zed purchased two rail, which was a little cheaper. Zed managed to get this home uneventfully excepting for a slight commotion caused originally by the stout lady in the tram who got Prodded! The stout lady decided Zed looked too dumb so she quitted the inoffensive joker standing beside Zed, which naturally annoyed both Zed and the inoffensive joker so much they alighted from the Wrong Side of the tram. This caused a passing truck to swerve and knock down a Pillar Verandah, which in turn delighted a plumber, dismayed a section of Melbourne's daily press and completely un-nerved a little dog about to show his disdain for a chalk line round the end post. As I said, Zed got home uneventfully and connected up the new track with the little fishplate things the kind man in the hobby shop only charged him sixpence each for, which was cheap enough considering Zed cut three fingers to the bone getting the fishplates on the ends of the rails, and the local doc. charged him much more than that to sew his fingers back together again. So the controller was duly worked by one of the Zombie boys, as Zed was incapacitated and otherwise out of sorts after the eight six inch needles the doc. rammed into him. And the engine (which by this time had become an O-4--0 Simple Articulated after many leaps to the floor) ran along to the end of the three rail section and promptly stopped and didn't fall off onto the floor, thereby amazing and delighting all the male Zombies gathered to watch. And Mumma Zombie was delighted too, excepting that after the custom of mothers the world over she cherished the modest idea that a certain first born son of hers by name of Dhimwhit was only slightly brainier than a genius. And Mumma Zombie reckoned

Dhimwhit was cut out for Better Things, and ordered Zed to NOMINATE his first born son for a position on the AMRA Committee of Management. And of course there being NO FURTHER NOMINATIONS, which is quite standard practise in the AMRA, he was duly elected unopposed. In a way this was rather sad for AMRA, if not for Dhimwhit and Fem Zombie, because by the mere effluxion of time Dhimwhit became President of AMRA and with the urgings of Fem he started handing out presidential nominations left right and over there! And of course he whopped in Zed and Ugher and several other brothers including his littlest brother Dhill who had at last ceased to have his etceteras changed by Mummra. Well I just know there was a moral attached to this fable kiddies, and if I could recall what it was I would explain. Never mind, I expect it was far too subtle for your vacant little minds to encompass so off to beddy byes with you all! MAYER LEVY! Put that sack of money back in the trunk THIS INSTANT!

And now for a serious talk to you Bigger Boys! Seems like Tim and Mayer and Steve and Peter and Russ and Phil and Roy are big boys, after all, as I see they are still with us. Sorry fellers, didn't notice your long pants in the general pandemonium a page or two back. By the time members read this the annual AMRA elections will be over for yet another year. This tense????? zero hour in the Australian model railway calendar passed so silently in the night that practically none but the retiring? committee realized it had taken place. It's usually bought home to them each year when the retiring? President wryly points out that as no nominations have been received the retiring? committee will have to re-elect itself if AMRA is to have a committee at all.

With one or two exceptions, the present committee is a quite different group of men to those who started AMRA off on it's meanderings. But this change of faces has come about very gradually, generally by presidential appointment. Although constitutional, this was not intended by the original framers of the constitution to be a means of selecting a complete committee, or even part of one. One of these days perhaps a retiring committee, faced with the distasteful business of solemnly re-electing itself

might decline to accept this Gilbertian state of affairs. Then we'd have the interesting position of the AMRA sitting pretty with well over two hundred financial members scattered all over Australia, but without an executive to handle its affairs. If this ever comes to pass, it will at least be an effective way of answering the critics who every now and then trumpet the old perennial "What does the Committee do, anyway?" When the Journal no longer appeared, the Buyers Guide ceased to exist, when money wasn't banked or payments made, never a letter answered local or overseas, and when the legal fellows started muttering about holding the whole membership responsible for this payment and that! Perhaps then we'd realize the committee does an odd job or two! There is, however, a considerable gleam of brightness about the nominations and elections for 1955-56. For the first time in the history of AMRA there were sufficient nominations filed to completely fill the elected positions, without recourse to the retiring committee re-electing itself around the committee table. We won't be happy until the day when there are so many nominations we have to vote on each position, for then we'll know the structure of AMRA is healthy.

Having got ourselves in a suitably morose frame of mind over this election business, we might as well stay that way a while longer and take a prod at some of our Professional members. Some considerable time ago, as a direct result of trade mutterings from outside the Association, AMRA started negotiations with the AAMS per medium of the Association's delegates to the latter body regarding the peculiar position of our Professional members in connection with the forthcoming Models Exhibition and International Trade Fair in Melbourne. Peculiar in as much as AMRA Professional members have practically the same rights in the AMRA as amateur members, and as such are entitled to use the AMRA stand for display purposes. But the A.A.M.S., the body organising the Exhibition, and with which AMRA is affiliated, had set out to sell slabs of display space to commercial firms, including possibly model firms outside of AMRA. Hence the trade mutterings during and immediately after the last Models Exhibition three years ago. After quite a bit of general jockeying around, over a longish

period, a very satisfactory agreement was reached with the AAMS in this regard. Briefly it went like this:

AMRA Professional members could exhibit their wares, with their names emblazoned on the goods as they wished, providing this was all within the AMRA display. The AAMS would pay full insurance on such displays. Couple this with the fact that as an affiliated body AMRA can demand and will receive unlimited display space, and we see what a gift this is to our commercial members. Particularly as every other firm exhibiting will pay 25/- STERLING for each SQUARE FOOT of space they use, plus the cost of building a stand, and insurance cover for stand and goods thereon. And what was the reaction to this by some of our commercial members when advised by individual letter? Nothing! Not even a reply acknowledging receipt! We know about import cuts and shortage of stocks and thus and thus, but presumably the firms concerned are going to sell something in the next twelve months, even if it's only nuts & bolts and track gauges. Not worth the effort? One European government alone has thought it worth spending a cool £22,000 to be in it, and 150,000 people are likely to view the displays (94,000 saw the last one) which is a lot of heads to look in any "show window". Can you imagine how an American model firm would have reacted to such an offer? Not, I imagine, as some of their Australian counterparts have done. But then some of the latter are noted for making friends and influencing future customers!

We have just one more grizzle for this issue! Hands up all those who snivelled about not having lapel badges. You and you and YOU haven't got one yet, we see, but because of you and you and YOU the Association still has around twenty pounds, which it could better use otherwise, tied up in a box of these enamelled baubles. For the luvamike can't some more of you afford the four shillings they cost, even if you're too frightened to wear the badge in case someone asks what you belong to? Hang the head in shame when you read the next paragraph, for the fellow referred to therein has his badge, and he is more than 13000 miles away!

We've rung up our first British member, which is

about as far away as it's possible to get from headquarters before starting to come round the other side of the globe. David Alexander, of North Shields, Northumberland, England, has the honour to be first AMRA man in all Britain, and because of this, Review took the trouble to find out a bit about him. He lives at 37 Glanton Road, North Shields, and is an apprentice marine engineer with the Wallsend Slipway and Engineering Company Ltd., whose Works (what a lovely English word that "Works" is, with its capital "W") is on the River Tyne in North East England. So if David was born there, I guess that makes him a Tynesider like Gordon Usherwood. In case you locals don't know, Gordon Usherwood manufactures the "Fleet" line of model railway equipment in Sydney. Starting off with Twin Trix, David finished up with a large layout of this equipment and then got infected with the scale itch. So he sold the whole lot last year and began all over again, just like we do here in Australia. The frame of the new layout is nearly completed, and track is to be Pecos' latest type of spiked flat bottomed rail. The system is as yet un-named, but will use the American Santa Fe as a basic prototype, for which the line will be painted and lettered. Scale is 3.5 mm with the new loco stud at present consisting of a Hudson with a Romford "Phantom" motor, a Rivarossi A and B unit deisel and a Trix 12 V D.C. scale switcher. David is a member of NMRA and hopes to attend the British Region Convention at Brighton next October (Brighton England, not Brighton Victoria) so if any of you Australian NMRA blokes want a bit of lobbying done, here's your man.

I can't make up my mind about this one, but here's the gen, and you can draw your own conclusions. Some months ago I inspected a "plant" which alledgedly grew on nothing but air. That's right! no soil, no water, no roots! Greeted with ribald disbelief by our tame experts on plant life, the fact still remains that if the specimen hasn't grown, (I didn't measure it, unfortunately) neither has it withered! After months of sitting on an open shelf in an empty glass jar, the stuff is still as fresh and green as the day I first saw it. Some knowledgable souls claim it's the dyed skeleton remains of a sea animal, much as coral is the remains of

sea creatures. Yet one curious feature not easily explained is that although the specimen under review has reposed in a rather grubby room for half a year, it shows no sign of the generous layer of "house dust" one would expect it to have collected in that time, and is still quite clean and glossy. Why this para in a model magazine? Because if it's obtainable this plant or animal or whatever it is will be a monty for model scenery. It's been on sale in London, I know, but someone told me recently the Myer Emporium in Melbourne has it too. Our specimen is a massed bundle of individual sprigs, bound together with cotton into a small posy. The individual sprigs are light emerald green with a faint shading of reddish brown at the tips. Each sprig stands erect and is about three inches long, soft and silky to the touch, quite pliable, extremely light, and so far shows no tendency to become brittle. It is very fine in texture, with each sprig or frond looking for all the world like a tiny well proportioned sapling tree complete with delicate foliage of the cyprus variety. There is no discernible odour unless the material is held close to the nose, when a faint musty "animal" scent is discernible. A model fern gully in any usual scale, judiciously planted with these "trees" would be really something to see. And I might as well slip this in here as anywhere, just to finish off the paragraph! "There isn't any secret in building good model scenery. Just pack it as you would a suitcase, filling up the small spaces with small things."

Melbourne's month of March produced a phenomenon now known as the Jallant Jet. AMRA fellow by name of Ron Jallant from Cairns, Queensland, hit town, ricocheted from place to place, often in company of Ern Dean, and shot off back to Cairns via Adelaide. Pearson, Mainka, Spike (City Slicker) Jones and Richardson & Co. saw him for brief intervals and now we suppose he's way back up in Cairns again. But Ron, how about those photos of cane locos? And Claude Henderson's engine that you saw that night is now finished and painted and looks a million too!

Came across a classic example of dustjacket artistic license adorning a third rate re-hash of "Night Train to Munich" theme! The artist had gone to great pains to

depict a scene from the story wherein a British Railways express "erupted at full throttle" from a tunnel. According to the painting this loco emits vast clouds of steam from the most unlikely portions of its anatomy, including the ends of the axles, which fact alone is sufficient to raise the eyebrows of the most placid of C.M.E.'s. The latter gentleman would also be intrigued to know that his iron horse has just emerged unscathed from a tunnel which is obviously a foot or so lower than the stack, dome, and cab roof! But I'd say it's a fair assumption he would endure a violent attack of the vapours when his staff pointed out that a sadist had nicked up and bolted the little end of the main rod to the side of the boiler. But there'd be no need to panic, for in the picture the engine is obviously running beautifully!

And then there's the case of the disappearing guard! Real life drama, this one! I suppose the fellow concerned didn't see the funny side of it, but I expect he will later. Couple of months ago an early A.M. Melbourne suburban sparks was belting citywards through misty rain and light fog when it collected of all things, a stray horse. Driver climbed down from his perch, took one look at the heap of chopped dog's meat jammed under the leading bogie and called to his guard for assistance. The latter climbed grumbling down into the wet dark from his end of the train, stepped to the ballast (as he thought) and in 1.39 seconds was slightly surprised to find himself lying in the middle of a suburban street with a broken leg. Explanation! The rear end of the train had stopped on one of the many plate girder overbridges with which Melbourne's suburban system abounds, and in the blackness the unfortunate guard stepped into twenty five feet of very thin air. His comments on straying horses must unfortunately remain unpublished!

Paging Howard Groome! Missing this long time from inward correspondence, the AMRA wants to know are you receiving your Journals etc., If not, this will obviously result in more dead silence. If you are still receiving us, please ring me any evening at BX 5899 and report that all's well!

Ex president Geoff Lormer, eternally renowned as the only President in captivity to ever throw the AMRA

Constitution off St. Kilda Pier seventeen times in one night, has gone bush so thoroughly even the grapevine has difficulty reaching him. He was last reported as Doing Things at the Wesley College Forestry Camp, Healesville, Victoria, and establishment in a rural setting at which boys from that College learn to hew wood and draw water and talk to the birds 'n bees 'n things. In between acting as interpreter for birds and bees and generally carrying out the duties associated with being Boss Cocky of the ranch, Geoff thinks about the 'O' gauge layout he intends some day to build under his castle. The Federal Hotel on committee nights just isn't the same without you Geoff!

Ha! me old mate Long Skinny Watsford! You be very careful how you address me from now on, or I'll up and tell everybody and the Authorities about that ninety five pound door stop you acquired. I know all about it, and how on Sunday 6th. March 1955 it disappeared from one place, where by rights it still should be, and re-appeared in the Watsford household. Now all the Watsford clan are limping around with fractured toes. If it's not a rude question, Long Skinny, what do you intend to do with it?

Best model railway reminiscence we've heard in a long time was Ray Pearson's vivid description of his early (25 years ago) model rail doings. Especially the bit about the organ player gradually getting hemmed in over the months with benchwork, until he was entirely surrounded by O gauge track and trains, the while he blissfully organed on. That thumbnail sketch of model railroading as she was did in the "good old days" should have been reported for all AMRA to read and chuckle over.

We've got another new Department. Chance conversation with Eric Grimes disclosed he wanted to help AMRA in some practical way, but felt he was too far out in the country. Nobody is too far away, and eventually Eric and close neighbour Reg Stringer, both of Mickleham, Victoria took our new duplicator up to the Stringer home and set it up with it's associated piles of paper and bottles of ink as the official AMRA Printing Shop. I wonder if we shall now hear anything of Astignacivus.

We've missed you, you know!

Elsewhere in this Journal is a letter we received from Corporal Ern Raddatz, one time Vic. Brancher, and now a guest of the RAAF in Darwin. Well, he's been kind enough to stick his skull out, but being in a good mood, we generously decided not to chop it off below the ears, because there's some good ideas in the letter. But where are all these people Ern claims "bursts don't settle too well with"? Can't say we've heard from them so far. Perhaps they're all up in Darwin. The only one I can recall is Bob (Garratt) Lamble, and Bob and Ern don't add up to many people!

Maybe K.N.Lowry isn't a member any more, but he once was, Ern, he once was! Tell you something! It's freely admitted Tim Dunlop gave birth to the AMRA and I thought everyone knew that ex member Lowry was the officiating midwife. That's right! Bill was the other half of the formative group, so best you read the condensed potted history of AMRA which appeared in the Journal some time ago. Tell you something else! Bill Gardner won't like you very much, because he is a member, and a Foundation Member at that. Sir! I didn't say you or Jack May or anybody else changed trains at Serviceton. You read that para again! I have duly noted in the little black book your confession about the uninflamable unpublished Journal article you have "on the fire". I shall pour turps and kero on your head in future Reviews until you send it in. So you'd better get cracking, for it's quite surprising what Review can find out when it needs to, even in Darwin! And regarding articles on this and that from Messrs. Fainges and Snowden in Brisbane. You get on their backs, you've got two stripes. I'm only an AC3 in group 6!

We got a new member in Bob. W. Pannell of 102 Cooper St. Essendon, Victoria. Nothing very startling about that, AMRA gets lots of new members now. Ah! but Bob took the trouble to write a letter thanking AMRA for the welcome he got at the first Vic. Branch do he attended. Organising Chairman of the Branch, one Richard Gutteridge is still walking around with a look of beautiful dazement. He isn't capable yet of doing so himself, Bob, so I'm thanking you on behalf of Dick and Branch members for your kind thought.

It's nice to be thanked occasionally!

Poor Lance Perrin! Tis a shame what crool life deals out to one so young. Lance spent a happy several hours constructing a typical V.R. buffer stop in  $\frac{1}{8}$ " scale for inclusion in a recent public display. And a very neat and workmanlike job he made of it too, even down to a dummy red lantern and individually placed rockpile in and around the structure. Donning painters smock and floppy kerchief our hero proceeded to paint his work of art, until it was a thing of pristine gleaming beauty and a delight to behold. Last tram time came and Lance departed reluctantly homewards, with backward loving glances at his masterpiece! We can't bear to think of it, but in the wee small hours two hooligans who didn't go home on the last tram, but just worked on and on for hours and hours, looked at this buffer stop in all its virgin whiteness. They looked and looked and shook their vulgar inartistic heads and tipped dirty turps all over that lovely little gem, thereby making it filthy like V.R. buffer stops always are. Shame! And when it went on display somebody liked Lance's buffer stop so much they stole it away leaving only the pile of stones. Shame again! But we suppose Lance deserved it in a way, because he's one of Australia's very worst drivers of  $\frac{1}{4}$ " scale, narrow gauge engines. Shame!

Poor Herb. Tisher! Arrived home late at night, tired and cold, ready for a nice hot bath and bed. But what's this! Ye gods! a great big THING right in the driveway! And another and another and another! And late at night, cold and tired, all on his pat and alone, Herb had to get out and remove the whole of the bits and pieces of the AMRA stand which had been dumped on his driveway in his absence, so he could put his car to bed. And similarly to the V.R. guard referred to elsewhere in this issue, Herb's remarks about AMRA in general and the exhibition stand in particular are quite unpublishable. You naughty man Herb!

Poor me! Out of the Hotel Federal after a Federal Committee meeting, I got to yarning with Admiral Levy, Bob Garratt Lambie and Dick Crankpin Gutteridge! It got cold and colder in the middle of Collins Street at 11.30 p.m. And I got cold and colder and finished up in bed for the

rest of the week with 'flu and the most dreadful gode in the hed. Serves me ride for dorgig to theb chabs! Atchoo!

Queensland - the State of bananas, pineapples and gorgeous girls, where men are men and the lasses know it! Some gen. has just this minute come in on the model railway doings of AMRA members up in the sun, so we'll give them a while block to themselves, seeing as they missed out completely in last Review!

What's been doing? The Queensland branch has been running Sunday outings, the first being to Ipswich Roundhouse and freight yards. The boys had a busy time filming locos and rolling stock, and were lucky enough to snare one of the old wooden bogie hopper cars which were specially built for the Mt. Isa and Mt. Morgan traffic. The cars are a superdetailers dream, with outside bracing, compared to the more modern all steel jobs, which were luckily also available for comparison. Doc. Arthur Harrold, having started an album of Q.G.R. freight stock, was voted the very busiest of busy bods, flashing round with rule and camera collecting data (and we expect dirt behind the ears!) On another occasion, the mob descended on Arthur Harrold's fellow med. Steve Suggitt, and witnessed, amongst other things, a practical demo of his Happy Valley (Northern Division) colour signals, including the traffic and route indicators. And during this wonderful evening a magnificent feat was performed by Edgar Snowden. To the amazement of all and the thunderous cheering of AMRA, he finally succeeded in enrolling as a member of AMRA, a gent known to many as L. VAN FLEET. Did it hurt that much LVF? Seems a bit of an anticlinax to continue after that bit of intelligence! Well this Van is a Yank who operates an extensive 'O' gauge system dubbed South Western Pacific, to typical U.P. standards. And why not? The guy's a Yank, must pain the poor bloke no end to associate his line with all those little wee 3'6" thingummies being built up there. I'm on your side, Van, fine people, these Yanks - by the way, Van old man, any chance of getting a few kits for me from little ole U.S.A --- oh alright, don't be so snappy! Darn Yanks! all the same, they are! Can this Queensland mob eat? I'll say, cleaned out Dave Wiffers cave clean as a streamliner.

But never mind, Dave, you've won the palm as the best cook in all AMRA. It has been said (not by me, I assure you) that Clive McTaggart is not the best cook in AMRA, but that he has the very finest head of skin anyone is likely to see anywhere. I'm catching you up fast, Clive! Besides this claim to fame, Clive is building a HO line labelled Western Valley, featuring a beautifully constructed trestle bridge! Motive power so far is a 2-6-0 of Jap manufacture, fitted with a balloon stack and all the other old time trimmings, and I'm told she's a real beauty. The other engine on the line at the time is a Rivarossi, Atlantic, which nobody would sneeze at owning anyway. Remember that fellow Parker, gets into all the Reviews? Well, he's in again, just because he's wandering around with the widest grin so far accomplished by anyone. Wouldn't you? Lifelong friend Harry Harley presented him with a spanking new 2-6-4 Tank Loco, Japanese built, and a real pearl. To blazes with Yanks, I say! I'm all for cultivating Harry Harley! He's added an old time American 4-4-0 to his own loco stud, the American type being of Japanese manufacture also. It's said to run like the proverbial sewing machine and has a really class headlight, same as has Gordon Parker's 2-6-2 built from yet another Japanese kit. All the locos mentioned as emanating from Japan have 7 pole armatures and can really Perform with a capital P. Where you guys getting all these Jap efforts from? Dave Wiffler has started building rolling stock for his SN 3½ gauge line, which is to be all Queensland Railways prototype. Just for a trial run he's produced a couple of pretty nice "S" wagons, which to us uninitiated souls from the southern states means they are lumber wagons. Here's a bit for Bob Lamble to drool over. Steve Suggitt and Harry Harley put heads together and after a fair bit of scratching of scid heads, turned up the boiler for the Docs' new Beyer Garratt. In the meantime, Rev. Tomlinson took to the Queensland bush and holed up at a place called Beaudesert. Everybody up at the Queensland end of things hopes the Padre enjoys his new post, even Steve himself, despite the fact that the Padre has most of Steve's rolling stock up at Beaudesert. Probably explains why Steve has to start again. Wanna defend yourself by

Padre? In between all this, poor Steve has been involved in a bit of bartering for Doc Harrold's beautifully built British prototype stock, which he is discarding as he replaces it with Q.R. model stock. Jim Fainges, the fellow Ern Raddatz wants to write an article on castings or something, is at present sweating it out over the construction of a SN  $3\frac{1}{2}$  gauge model of the English Electric 1500 H.P. D.E. as used on the Q.R. I'm told that Edgar Snowden has been thrashing everybody, (in between quaffing beer, whatever that means!) on the pros and cons of stud contact. We'll get him down here and soothe Ern Mainka onto him, the latter seems to have all the answers on this type of pickup.

Here's a fellow who believes in mass production. Norm Neville is building S and O gauge layouts at the one time, and in his free hand carries out simple chores like two railing locos. Just finished the latter bit of surgery on a Marklin 2-8-2 T for Harry Harley. Think you Bananalanders could loan Harry to Victoria for a while? We told you in a previous Review about Doctor Harrold chasing sponges on the beach with a butterfly net, and bearing his captives proudly home to his surgery, where they are eventually transformed with a secret elixir into scale trees. Well, he's still at it, and still getting himself liberally coated with the pseudo chlorophyll, to the joy of his mates. Les Reid is building a streamlined C 38, which makes him a bit on the cuff with all the gang up there! Ought to follow Q.R. prototype, they say, but he made such a beautiful job of converting a Rivarossi B & O Dockside to something much closer to the prototype that they feel they must humour the fellow. And his old mate Harry Clark has been having a bit of quietly efficient operation on his partially finished pike. Who's? I dunno, the letter doesn't say whether it's Harry Clark's or Les Reids. Doesn't matter much, seeing as they're mates! Awful thing happened to Gordon Parker! He was transferred to North Queensland and on the strength of the transfer sold his ON  $3\frac{1}{2}$  line to rival interests. Then the transfer didn't eventuate after all and Gordon was left stranded in Brisbane without a model railway to call his own. Awful fate, poor fellow. Was he downhearted? No fear, he's already

surveyed a new route for a brand new K.V.R. road for standard H.O. The line is planned to adorn the tops of bookcases round the living room. There's a slight fly in the ointment though, as first the bookcases have to be built to plan and also to pass the critical eye of the Knight of the Blue Pencil! Well wadayaknow? We got that Yank back again! The letter says he's just finished a very fine model of a diesel road switcher from a Kentron kit. THERE! I knew the fellow could get things from the States. Maybe I'll cultivate him after all. This is the third diesel, no less, to take the track on the S.W.P. This particular effort is finished in Great Northern colours. And that wraps up the Queensland dope for this issue, and from all this I'd say that model railroading in that state must be in a pretty healthy condition. Next issue we will give you a complete description of the Queensland Railways exhibit displayed at the recent Queensland Industries Fair, which I believe was quite a good show. One last bit before we come back from Queensland. We all reckon it's a bit rough on Steve Suggitt's hounds when a certain party, who can remain anonymous, persists in paddling around and even sitting in Bonzo's drinking trough. Give the dogs a break, feller, for after all they have to drink water, even if y u never touch the stuff!

We noticed Ern Mainka has been missing from the passing scene for a longer time than usual, and discovered he's been pretty sick. Foundation member and one time Editor of the Journal back in the hectic days, Ern has always been a tower of AMRA strength in a backgroundish kind of way. Well, I hear Ern is on the mend again and our domesticated doctor prescribes large doses of model railway time and plenty of sessions with the boys, Ern! Why not turn up at a Vic. Branch meeting for a yarn? When you feel up to it, would you write a short article on that arrangement of electric lamps you use on your layout in preference to a more usual fuse or cutout? I recall you described the idea in a V.M.R.S. "Coupling" some three years ago, and it was "stabbed" in a subsequent issue by Les Poole, who didn't give any particular reason for his objections. As your engines haven't caught fire or

blown up, so far as I know, the scheme must have worked, despite the dire warnings of Les!

And about that fellow Eeon McCauley, down at 5 Malvern Grove, Manifold Heights, Geelong, Victoria. Don't you ever get up to Melbourne when Vic. Branch nights are held, Eeon? Geelong isn't that far away! Review would like a bit of gen. on your model railway doings, so how about writing us a letter for publication. You might tell us, if you can, what's been happening on that 3'6" gauge steam railway at Fyansford too, while you're at it! Most members don't know such a gen of heavy industrial rail-roading exists in Victoria.

Ron Easterby, the bloke who eventually pays his sub, (thereby mucking up my Review) has done it! We knew all along this would happen, but we were powerless, quite powerless! Remember we told him to get disentangled from the girls backstage at Melbourne University Union Theatre and come and see us all at the Vic. Branch. Well, he didn't! Just paid him sub. instead. (Having seen members of Vic. Branch at close quarters, I don't blame him for preferring the Uni. theatre girls.) Well anyway, seems Ron has had his eye on the lass who's wardrobe mistress at this exalted place of learning and culture, and the nett result is an engagement to be married between Ron and Miss Beth Brown. So congrats. to the happy couple from AMRA! By the way Ron, paid your 55-56 sub. yet?

Talking of Ron Easterby reminds us of Dick Gutteridge! I wonder why, Ron? Well, can't say as Ron has been doing much model railroading lately, but Dick is still going strong. Excelled himself at a recent Victorian Branch session titled "Battle of the Gauges" when he unveiled a complete  $\frac{1}{2}$ " scale working lay out to prove a point in his talk. Consisting of a sceniced loop of track, replete even to a tunnel, it was a model of Mr. Emmetts famed Far Twittering and Oyster Perch line, all packed onto a baseboard about 3 feet by 2 feet. A loco with an incredibly tall slender stack, a tender, and two first class very open cars, thoughtfully provided with magnificently ornate roof vents, ran per medium of clockwork on this bit of serious nonsense. The cardboard parts to construct the rolling stock for the above were mentioned in last Buyers Guide. And what an

issue of Buyers Guide that was! Under the able administration of the aforesaid Dick Gutteridge, the Guide is fast becoming a publication well worth receiving. The section on books we thought of particular value, especially to the out of town members. Give Dick a hand to make it even bigger and brighter by suggesting a few of the things you'd like to see covered in future issues. My suggestion is to lump all the items from one source together under one heading, instead of naming the same firm over and over again down the page. Where an item is actually reviewed as against a mere entry, include the name of the person making the review. If he's critical of the article, he can't then hide behind anonymity.

And now I've cribbed about as much space as I can reasonably expect to get away with, so the other items in the black book will have to wait till next time. There is this story I have about two un-named members who went inspecting an abandoned timber tramway, back of Powelltown in the dripping depths of Victoria's bush. And what did they get as well as a peep at the wonders of the logging lines as they used to be? Leeches! Vicious little bush leeches that get inside your pants. And the two anonymous members had their wives with them, which was a little difficult for all concerned, except the leeches. And there was that bit about Russ. Siddall never having written a word for AMRA's Journal, and about which phenomena I have a most wonderful theory all worked out! It will keep! And in closing, thanks once again to Mayer Levy. What for? I told you last issue how Mayer got us a new duplicating machine. This time there didn't look like being a Journal, because we didn't have a typewriter suitable for cutting the stencils. So Mayer, off his own bat, came to the rescue again and organised the hiring of a machine. Seems to do a lot of things not normally associated with treasuring the treasury. Thanks again, Mayer!

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